

RESERVIST

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THE *Presidential* INAUGURATION

Volume LIX ≈ Issue 1 • 2017

Maintaining your mental and emotional wellness is key to suicide prevention.

Relationship stress, financial problems, trouble sleeping, worries about the future, and difficulties at work are all issues that can trigger an emotional crisis. It is important to be prepared for difficult times before they arise, to maintain readiness, in order to be resilient during the storm.

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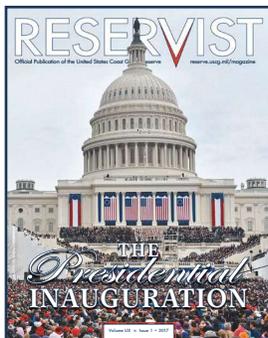
**JUST
REACH
OUT**



IN THIS ISSUE

From our Readers	3
Up Front	6
The View from the Bridge	8
Deckplate Soundings	9
Around the Reserve	10
The Presidential Inauguration	20
In-Depth: Relevance	28
Shipmates in Focus	34
A Light on Yesteryear	36
Headquarters Update	39
The More You Know	40
Retiree SITREP	43
Bulletin Board	46
Taps	51
Parting Shots	52

On the Covers



The crowd spans the width of the U.S. Capitol during the 58th Presidential Inauguration in Washington, D.C., Jan. 20.

Photo by PA2 Patrick Kelley



Members of Coast Guard Port Security Unit 311 based in San Pedro, conducted a military training exercise in the Port of Los Angeles on September 17, 2016.

Photo by PA3 Andrea Anderson



RESERVIST

Celebrating Our 64th Year!

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FROM THE EDITOR



LEFT: Editor and Helmsmen-in-training, Brady and Kendall Smith, launch MISS KENT for the first time in twenty years.

BOTTOM, l. to r.: MISS KENT planking being refit. Getting closer to "launch" day. The MISS KENT under oars.

With my pending retirement in April, my time as Editor of the RESERVIST is drawing to a close. Depending on how the hiring process goes this could very well be my last column. So, with that in mind I would like to share the philosophy which has guided me during my tenure. I will attempt to do so by sharing an experience more than twenty years in the making.

Upon assuming the duties of editor my first priority was to 'do no harm.' There is a certain joy and satisfaction to be found in the responsibility of constructive stewardship. The Coast Guard, more specifically Chief Boatswain Mate Tom Branco, taught me to always leave things better than I found them. By embracing this simple wisdom, I'd like to think I have enjoyed some success in this regard.

A number of years ago I was fortunate enough to have a neighbor lady, Miss Charlotte Kent, bequeath me an old rowing dory she owned. The dory had been sitting in her boat house unattended for many, many years. Miss Kent, then in her eighties, and her sister had used the dory as young girls growing up at Kent's Point on The River in Orleans, Massachusetts.

Having spent countless days roaming the point and on The River as a child, it was really special to be entrusted with this piece of local history. According to Miss Kent, the dory was built by a local man in the early 1900s. It has a keel and ribs of oak with white cedar planking...lots of both can be found on Cape Cod.

My brother Jim and I tried to refit the dory but she needed more than we could offer. We found a local Boatwright who got

her fit for the water. That was some twenty years ago. Then life happened and the dory, now rightly known as the MISS KENT, was stored away...out of sight, but not out of mind.

Last summer I met another Boatwright, Penn Colbert. Penn represents what has always been so unique and endearing about the Cape. After a brief conversation he agreed to take a look at the MISS KENT. Sometime later I got the two of them together and it was love at first sight. Penn spent the winter of 2015-16 ever so lovingly bringing the dory back to her glory days. I am very grateful for the care he has taken to get her ship shape.

My dream has always been to have her back where she belongs, on The River, where she, and I, can help a child experience the simple wonder of rowing a small but majestic vessel in one of the most beautiful places on Earth. Thanks to Penn that dream has become a reality.

And, like the MISS KENT, hopefully the RESERVIST is, in some small way, better for my time as its helm. Ultimately that is for you, the reader, to determine. What I can say is that it has been a privilege to play a small part in the magazine's long and impressive history. There are not many publications which can say they have published continually for 64 years.

To my relief I offer my sincerest best wishes for continued success and share Chief Branco's simple advice: always strive to be a good steward of what you have been entrusted.

As always, thanks for reading.

Anima est Bonus!
Jeff Smith



FROM OUR READERS

Letter of the Month

To the Editor:

After reading the latest issue of the RESERVIST (*Volume LXIII, Issue 4, 2016*), featuring the article: "Into the Future," I would like to add a vision of the future Coast Guard Reserve from a deck plate perspective. I spent five years on active duty in both cutter and boat forces and currently serve in a Port Security Unit (PSU) after four years as a reservist in a small boat station.

In the future, I see a Coast Guard Reserve modeled after the PSU organization, with each Reserve unit commanded by a Reserve officer or petty officer, dedicated active duty support personnel, and assets that are "owned and operated" by the Reserve unit. Where the reservists in the unit are operating within their rate, and where reservists can apply for "rating sabbaticals" or "internships" assigned to active duty units, including cutters. Through a one to two month internship, reservists can earn credit for an entire year of IDT and ADT. This gives reservists the opportunity to actually work on rating specific practical factors for promotion, and can reduce the monthly travel expenses many reservist face when traveling outside of the "reasonable commuting distance." As reservists gain more control over their own destinies, morale will soar, and so will the quality of work, mission readiness, and retention of skilled and experienced reservists.

Integration of reservists into the active duty chain of command makes sense on paper because shared resources can theoretically

reduce costs. However, cost savings from economies of scale do not adequately consider human nature. The needs, activities, and culture of the active duty Coasties often do not line up with that of reservists. Active duty Coasties have more than enough responsibility dealing with their day to day missions and training. When the reservists show up, there is understandably little enthusiasm among active duty personnel to support Reserve training and resource needs. Boats are often not available for use by reservists and even when they are, borrowed assets are not cared for in the same way as owned assets. This is just human nature. So in the end, sharing makes very few people happy.

Rather than integration with active duty, the focus should be on PSU style Reserve components that focus on one of the four Reserve missions. This strategy still leaves plenty of opportunity for cooperation with active duty units through the individual Reserve "internships" mentioned above. Another area of cooperation between active and Reserve units might be to "drop in" entire Reserve components to provide temporary relief for active duty units that need some time offline to recuperate from high tempo missions or deal with pressing training needs after transfer season. Cooperation, not integration, is the future of the Coast Guard Reserve!

MK1 Joseph Carson, USCGR

Dear MK1 Carson:

Thank you, your contribution to this dialogue is timely and valuable. You have raised three questions, in particular, that have already generated a great deal of discussion at Headquarters. Namely, what is the optimal mix/blend of the Selected Reserve (SELRES), what is the best way to obtain and maintain that workforce, and how do we adjust the Reserve Force Readiness System (RFRS) to support that workforce.

The Reserve Component Force Planning Working Group (RCFPWG) (SEE ARTICLE ON PAGE XX FOR MORE DETAIL) has already made great strides in quantifying the capability and competency requirements expected from the Reserve. We have validated the demand signal and are currently addressing the supply side concerns you have articulated. The work of the RCFPWG will continue during the course of this year and updates will continue to be provided through RESERVIST magazine.

I appreciate your comments with regards to integration and many reservists prefer PSUs because of the Reserve specific structure of those units. The uniqueness of the PSU Expeditionary Warfare mission is part of what allows that unit structure to exist. Though not perfect, the Coast Guard's integration model is unlikely to fundamentally change in the near future for other types of Coast Guard units. I do agree with you that improving the level of integration (functionality) between the AC and RC is paramount. Further, it is clear the RFRS structure needs an overhaul given recent reductions in Reserve funded Full Time Support (FTS) positions at the field level. I have made overhauling the RFRS system and improving integration one of my top priorities for this year. Moreover, we can and are looking at ways to place greater responsibility and authority back into the Reserve leadership structure to allow our active duty partners to focus on their own expanding requirements.

Thanks also for sharing your ideas on rating "internships" and "sabbaticals." In 2015, the Commandant defined the Reserve as "a contingency-based workforce to meet the Coast Guard's mobilization requirements" within four prioritized mission areas. The competency requirements assigned to each member's Personnel Allowance List (PAL) position are aligned with the function of each unit and are complementary to the unit's primary missions. Utilizing these skills locally to "drop in" reservists to provide operational support for regular mission execution (primarily on the weekends) is aligned with the Commandant's vision. This is also one of the best ways to show a significant and real return on the investment made in Reserve readiness. Additionally, many Reservists take ADOS-AC or seek other Active Duty opportunities in order to expand their capabilities in rate related training. Within the MK rate specifically, CORE advised members to "train to rate" and any training that you receive that relates to your rate and will assist you to complete your Rating Performance Qualifications could be authorized.

I look forward to continuing to work with reservists like you, who have a clear passion for the Reserve. Collaboration and open communications are the best ways to address these and other concerns. To this end, we are actively seeking a better way to solicit, review, and respond to ideas like those you have presented. Keep an eye out in the near future for how you can continue the dialogue necessary to support a vibrant Reserve.

Semper Paratus.

Capt. Michael G. Barton
Acting Chief, Office of Reserve Affairs

To the Editor:

I want to congratulate the editor and staff of the RESERVIST for their continued efforts to produce one of the finest publications of its genre. It is always interesting and always informative.

I found the feature article in *Volume LXIII, Issue 4, 2016*, on "Native Americans and Their Service in the United States Coast Guard" truly interesting and informative regarding the contributions this segment of society has made to the Guard and this country.

However, I do have to point out what I consider to be a serious error contained in this article. I know not whether it is a transcription, scrivener's error, typographical error or lastly, an error contained in the historian's notes and records. The error I refer to is the misspelling of Lt. Cmdr. Joseph Wicks name.

Upon returning home from my deployment to Viet Nam on the USCGC ANDROSCOGGIN WHEC-68, I was granted a mutual exchange of station to the USCGC MENDOTA WHEC-69, home ported in Wilmington, N.C., and deployed on her for a return tour of Viet Nam. Our XO was indeed the person mentioned in the article, but his name is Wicks, not Hicks.

Please note this error and correction in a future publication of the RESERVIST. Should you choose to, I have included the photograph of Lt. Cmdr. J.J. Wicks from my USCGC MENDOTA Cruise Book commemorating our Viet Nam deployment and his hometown is listed as Cannon Ball, N.D.

Respectfully submitted,

Lt. David R. White, USCGR (ret)

Editor: *Sir, thank you for email and for correcting the record. Here is the reply we received from the author, Mr. William Thiesen to whom we forwarded your email.*

Good morning Sirs:

I wanted to address message this to both of you along with my hearty thanks.

I want to thank Mr. White for his kind words and pointing out the error in Lt. Cmdr. Wicks' surname. Mr. White is indeed correct and I'm not sure how the first letter of the surname changed from "W" to "H". I guess spelling and typing errors continue in this era of computers, word processing and spellchecking. I will make the correction in my original article and ask that Mr. Smith address the issue in the RESERVIST magazine.

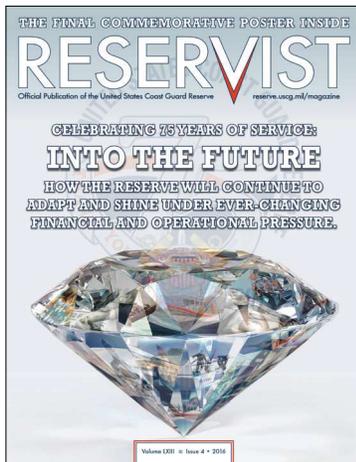
I also wanted to know if Mr. White could forward a copy of the image he attached to his previous email. I would be very happy to receive that for any future articles I write on Native American Coast Guard personnel.

My thanks again to you both. I greatly appreciate your interest in Coast Guard history and great feedback.

All the best,

William H. Thiesen,

Atlantic Area Historian



To The Editor:

I enjoy reading the RESERVIST and appreciate the time and effort that go into producing each issue. On the back cover of the latest issue (*Issue 4, 2016*) there is a photo of what appears to be a 30 foot fire boat, the likes of which I have never seen, even after over 36 years of service with the Coast Guard and Coast Guard Reserve. Can you furnish more details about this? Many thanks and keep up the good work.

GMC Jory D. Luchsinger, USCGR (ret.)

Editor: *Chief, Thanks for your email. We found the photo in the CG Historians archives. Unfortunately, the platform was not specifically identified.*

To The Editor:

The RESERVIST is definitely one of the better publications around and does a terrific job covering the doings and accomplishments of our Coast Guard Reserve community. One question pops up when I read of members getting awarded the Meritorious Service Medal. In the pages of this publication, I see it referred to as the Coast Guard Meritorious Service Medal. For example, *Volume LXIII, Issue 4, 2016* on page 56 shows Rear Adm. Pelkowski receiving the "Coast Guard Meritorious Service Medal" while on page 62 the Awards section lists three MCPOs who received the same award. A quick check of COMDTINST M1650.25E on page 2-9 shows the Meritorious Service Medal, not the Coast Guard Meritorious Service Medal. Unlike the Coast Guard Achievement Medal and Coast Guard Commendation Medal which are specific to the Coast Guard and so named (and designed slightly different with the Coast Guard medal and ribbons having a white stripe in the middle) to differentiate them from equivalent U.S. Navy personal awards. There is no Coast Guard Meritorious Service Medal, only a Meritorious Service Medal all members of the Armed Forces of the United States are eligible to receive. Regardless of what branch of the service – Army, Navy, Marine Corps, Air Force, or Coast Guard – there is only a Meritorious Service Medal.

Very Respectfully,

Capt. David L. Teska, USCGR (ret.)

Editor: *Capt., Thank you for your email. you are correct, the Meritorious Service Medal and ribbon are identical across all the services. However, it is awarded by each individual branch, utilizing their own criteria. For this reason, in stories and photo cutlines, we identify the issuing branch for clarity.*

To The Editor:

Wow was I surprised to see my face in the most recent edition of the RESERVIST (*Volume LXIII, Issue 4, 2016*)! I knew PA3 Jordan Akiyama was working on the article, but he never told me for what. I noticed that his byline was not there. Is there a way for you to add it or to print a correction in the next edition? I would like to see his hard work recognized.

Thanks again for all that you continue to do to support the CGR. Very Respectfully,

YNM Nancy Seely, USCGR, (ret.)

Editor: *Done and done, with apologies to PA3 Akiyama for the oversight.*

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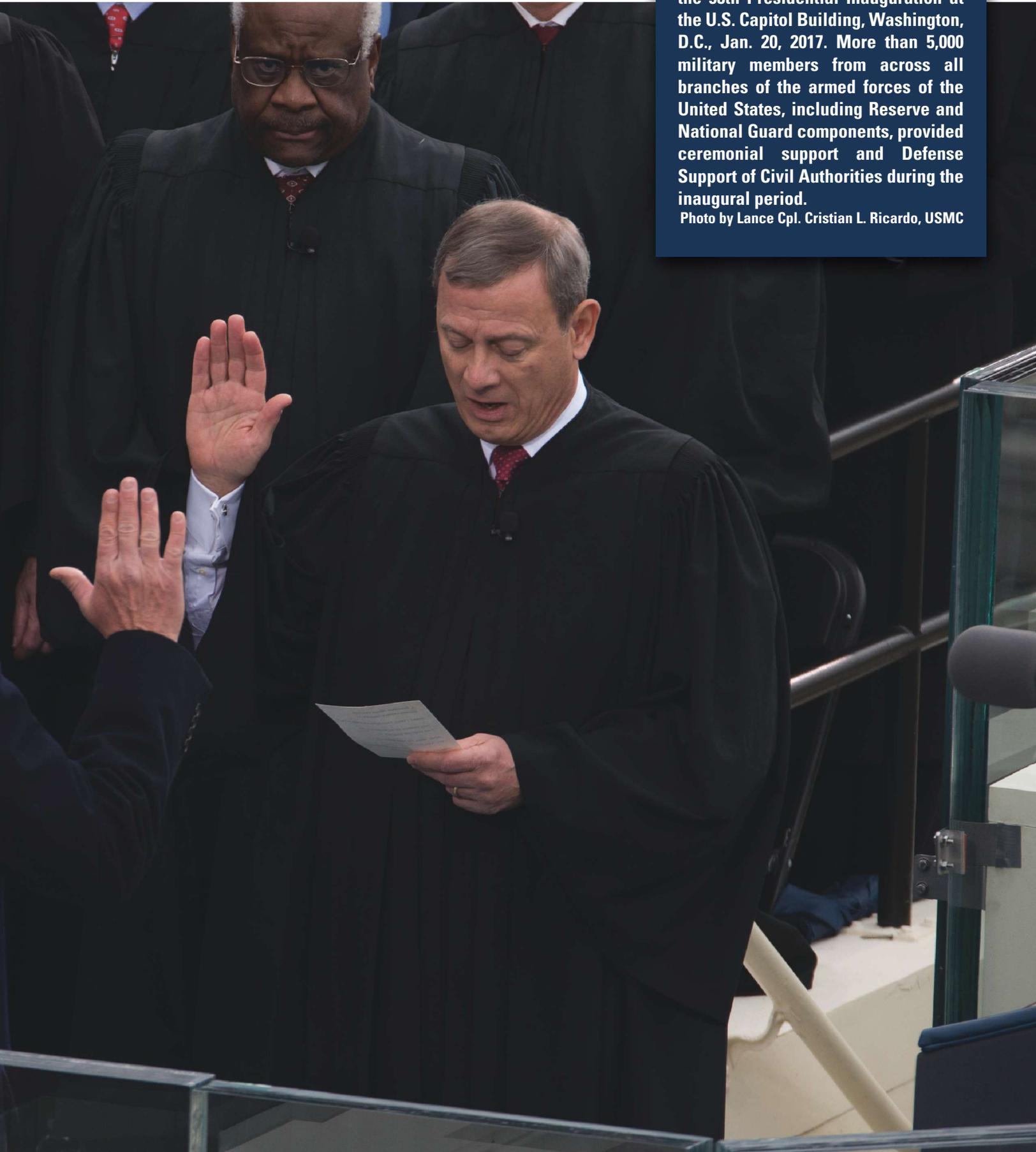
JUST
**REACH
OUT**

UP FRONT



Donald J. Trump swears in as President of the United States during the 58th Presidential Inauguration at the U.S. Capitol Building, Washington, D.C., Jan. 20, 2017. More than 5,000 military members from across all branches of the armed forces of the United States, including Reserve and National Guard components, provided ceremonial support and Defense Support of Civil Authorities during the inaugural period.

Photo by Lance Cpl. Cristian L. Ricardo, USMC





Vice Adm. Charles W. Ray,

Deputy Commandant
for Operations

***"As we conclude
the Reserve 75th
Anniversary
celebration, let me
offer you my deepest
and most sincere
THANK YOU for
everything you do...
and I am honored to be
associated with a group
of such outstanding
professionals."***

Professionalism, Patriotism, and Preparedness. These are not just platitudes; they accurately reflect the character of the thousands of current and former members of the Coast Guard Reserve. These qualities abound every time I get the chance to get out and meet with reservists and see the great work they are doing. The Reserve is a key player in the Coast Guard's ability to exceed the expectations of the American public, day in and day out.

Whether activated for domestic emergencies or deployed overseas in support of the Department of Defense, reservists continually impress me with their selfless service and devotion to duty. Since 2001, there have been over 24,000 activations for Overseas Contingency Operations (OCO) requirements, 1,700 activations for hurricane responses, 3,500 activations for the Deepwater Horizon response, and over 15,000 long- and short-term operational support activations.

Like many of you, I am deeply concerned with the negative impact recent resource reductions have had on our ability to field the trained and capable Reserve force we need. In fact, in 2015, while I was the Pacific Area Commander, I co-signed a memo with the Atlantic Area Commander seeking to tighten up the Reserve's mission focus because the Reserve can no longer be an "All Threats, All Hazards" workforce. We must be strategic in how we focus our reduced resources and develop their needed proficiency to reduce risk in the missions assigned to our Reserve.

Our Commandant clearly understands this, signing a decision memo in late 2015 which defined the Reserve Component "as a contingency-based" workforce to meet the Coast Guard's mobilization requirements within four prioritized mission areas: Defense Operations; Ports, Waterways and Coastal Security; Incident Management and Response; and Mission Support."

So why is this all important? For starters, the Reserve has been used as the Coast Guard's shock absorber for too many years, cushioning unexpected bumps in budgetary or personnel resources. We must take more care in addressing Active Component gaps through Reserve resources without adjusting our expectations for what a diminished Reserve can produce. We must also periodically reassess and restore essential readiness to ensure the Reserve's long-term viability.

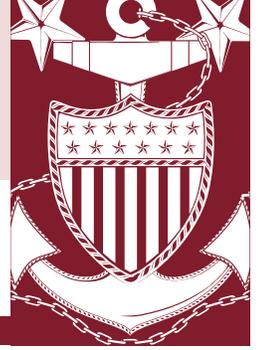
To do this we need to have a solid understanding of the mission, competency, and capability requirements expected of the Reserve. We can then quickly discern the right level of funding to support the readiness of our most essential resource, our People.

That's why I am so impressed with the direction of the Reserve Component Force Planning Working Group (RCFPWG), which was chartered by the Vice Commandant to implement and manage a systemic process for continuous review and validation of the missions and requirements assigned to the Reserve. The RC-FPWG isn't just an idea, it is working today to give us the repeatable process required to provide our Commandant a thorough understanding of what work the Reserve can/should do and the level of risk buy-down represented by Reserve tasking under any budget environment.

In addition to the RCFPWG, we have the Coast Guard's Force Planning Construct (FPC) effort underway to look at how the Service will address authority, capability, capacity and partnership needs and communicate with our key stakeholders. The hard work of the RC-FPWG and the FPC will be coordinated and help us determine how we position our Reserve force of the future.

Just recently I had two top-notch reservists join the DCO team in Rear Adm. Francis "Stash" Pelkowski and Capt. Jennifer Travers. Their experience and insight will be crucial as we move forward. As we conclude the Reserve 75th Anniversary celebration, let me offer you my deepest and most sincere THANK YOU for everything you do. Reservists have always given freely of themselves, their time, and their talent, and I am honored to be associated with a group of such outstanding professionals. It is now my responsibility to be worthy of your trust and sacrifice by providing the leadership, vision, and mission focus needed to make our Reserve the best it can possibly be.

Semper Paratus.



Again I find myself compelled to thank each of you for your selfless service, dedication and commitment. Each of you contributes to making our Coast Guard strong. You who wear the cloth of our great Nation make sacrifices every day: sacrifices that are appreciated and for which our Nation owes each of you its gratitude. Please hold your heads high knowing that you have taken a step forward when it may have been easier to let someone else answer the call. I can tell you your efforts do not go unnoticed by our Operational Commanders who consider each of you as an integral part of the workforce.

For me, 2016 flew by. And, while it was a hectic twelve months, it was an honor to meet with so many of you during my visits to the field. There are few things more important than shaking hands, thanking you for your service, and finding out what barriers exist that prevent you from being successful. To that end, I appreciate all of the honest and open feedback. There are two old adages, “you can’t fix what you don’t know is broken” and “if it’s not broken, don’t fix it.” I tend to blend these truisms in the performance of my duties. Without your help and honest, sometimes uncomfortable, conversations it’s often hard to determine where to best focus energy and effort.

MCPO-CG Steve Cantrell and I recently visited reservists in Boston. A young Petty Officer in the back of the room asked a very thought provoking question. She asked, “What keeps you going when you get discouraged?” It seems like a simple straight forward question, although I’ve chewed on it for the past two weeks. I’m not sure exactly how I answered the petty officer, but I absolutely know why I soldier on when times get tough. It is the debt I owe to those who have come before and for those who will follow. Perhaps a loftier reason, such as a passion to serve or duty to country would sound better, but in the end what drives me are the men and women who made the choice to raise their right hand and serve: men and women like that young petty officer who felt empowered and confident enough to ask senior enlisted members questions that cause them to evaluate themselves. What a great time to serve in the Coast Guard!

Congratulations to the recently announced Reserve Gold and Silver Badge Command Master Chiefs. The candidate pool continues to grow in numbers and quality. It is humbling to see the education and experience levels of those seeking to serve as Gold and Silver Badges. Thanks to all for stepping up.

Over the past several months it’s been an honor to reconnect with many of my DESERT STORM PSU-301 buddies. Although it has been 26 years since we’ve served together, it is as though we last saw each other yesterday. At an all-hands event at Sector LA/LB, I saw a name tag I recognized. I just had to ask if the member was related to George Hofstetter. He responded that George was his dad. Later in the day ME1 Hofstetter connected me with his father via phone. I’m still smiling about the conversation with George; he is a true patriot and inspired all those who served with him. On a sad note, we are witnessing the crossing of the bar of some of our shipmates who served proudly in DESERT STORM. John Marse crossed over in 2016; you would be hard pressed to find a finer American or a better friend. Please take a moment to reach out to those people who have had positive impacts on your life and career. They are special and deserve to know they left meaningful footprints behind.

We are a nation in the midst of what is perhaps the most divisive presidential transition of our lifetime. Please don’t fall into a “them and us” mentality; we are all Americans first. As members of one of our Nation’s armed forces, we are leaders. Our families, neighbors, and co-workers will look to us for stability and guidance. Strive to be part of the solution. Our Service has a proud history of responding to those in distress and finding ways to bridge divides; these two hallmarks are especially needed in today’s world.

Again, I thank each of you for your service and keep up the great work!

Semper Paratus.



**Master Chief Petty Officer
Eric Johnson**

Reserve Force Master Chief

***"Our Service has
a proud history of
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in distress and finding
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these two hallmarks
are especially needed
in today's world."***



PSU 311 boat crew intercepts kayakers attempting to enter a safety zone in the Port of Tacoma, Wash., during exercise *CASCADIA RISING*.

CASCADIA RISING: **Port Security Unit 311 participates in** **Joint Logistics Over-The-Shore Exercise 2016**

CASCADIA RISING was an international, multi-agency training exercise designed to simulate emergency field response operations following a major Cascadia Subduction Zone Earthquake effecting British Columbia, and the states of Washington, Oregon and California. One component of the *CASCADIA RISING* exercise was Joint Logistics Over-The-Shore (JLOTS), which demonstrated the ability of Port Security Units (PSU) to work with interagency partners and jointly with Army, Navy, Army Reserve and National Guard assets to provide logistical support to disaster response efforts in the Pacific Northwest.

Logistics Over-The-Shore (LOTS) is the process of loading and unloading ships without port facilities so that equipment and cargo can be moved from ship to shore at inadequate or damaged ports or over a bare beach.

The PSU's mission during JLOTS was to provide maritime support to joint-interagency disaster operations in response to an earthquake and tsunami. Over 100 members of PSU 311, home ported in San Diego, Calif., along with a small group of

members from Seattle based PSU 313 and Pacific Area (PAC-6) personnel participated in JLOTS 16. Prior to the exercise PSU 311 worked closely with the Director of Operational Logistics (DOL), which aided in the facilitation of shipping all of the unit's 32' Transportable Port Security Boat (TPSB) along with several ISU-90 containers from Base LA/LB to Joint Base Lewis McCord (JBLM), Wash.

An Advanced Echelon, (ADVON) team, comprised mostly of members from 311's Engineering Department, deployed to JBLM prior to the main body arrival. The team worked closely with personnel at the DOL and prepared to receive the TPSB's and ISU-90's. They also worked with PSU 313 and PAC 6, both of which were providing equipment and personnel for the exercise. The team also worked closely with the U.S. Air Force 7th, 11th and 593rd Transportation Brigade (Expeditionary), (TB X) for transporting equipment from JBLM to the Port of Tacoma where a Tactical Operations Command (TOC) and Entry Control Points (ECP) were later established. They also aided with setting up a Logistical Support Area (LSA) where personnel were berthed.

Once the main body arrived, twenty-four hour operations began. PSU 311 Communications Division stood up the TOC providing the central hub of communications from USCG assets to the Joint Operations Center (JOC), as well as providing critical information briefings to boat crews and shore security forces. PAC 6 utilized the exercise to test several new pieces of equipment for the PSU Community. They implemented live video feeds utilizing the Harris PRC-152 radio as an over-watch for situational awareness along with blue force tracking and tested Watch Keeper which is currently being utilized at Sector Command Centers.

Shore Security members commenced twenty-four hour operations establishing two Entry ECPs as well as a roving patrol. They conducted vehicle searches and positive ID checks at the Port of Tacoma, ensuring only authorized personnel and vehicles entered the operational area.

Throughout the exercise, the teams were randomly evaluated with help from a variety of Army, Air Force and Navy personnel attempting to smuggle or place simulated IEDs in vehicles or along the perimeter fence line. Evaluators used personnel with incorrect or no identification to attempt to gain entry into secure areas along with attempts to sneak past checkpoints. Additionally, Shore Security projected the Coast Guard's professionalism during interaction with a curious public who were taking photos of the operations from vehicles.

As with the other divisions, Waterborne Security conducted round the clock operations maintaining a two-boat safety zone around a High Value Asset (HVA). They also provided moving HVA escorts for Army vessels transiting in the Puget Sound. Boat crews maintained a high degree of professionalism while



PSU 311 Communications Officer Lt. Joseph Wright provides briefing to Lt. Cmdr. Scott Savela, Operations Officer and a Shore Security Fire Team Leader.

interacting with kayakers attempting to enter the security zone to get a closer look at one of the Army Vessels. In addition to operations, the division put on a tactical boat college qualifying 2 Tactical Coxswains and 4 Tactical Crewmembers/Engineers.

For many PSU 311 members, JLOTS was their first experience and taste of what being part of an expeditionary warfare unit can be like: from a rapid deployment of equipment and personnel to quickly adapting to a twenty-four hour operations schedule for an extended period of time. In addition, members experienced what it's like living in tents, utilizing a tent shower facility and eating MRE's for the first time.

The unit performed exceptionally well, quickly adapting to a dynamic environment with operational changes. The exercise affirmed PSU 311's commitment to operational readiness and excellence while maintaining a Semper Paratus mindset.

**— Story by Lt. Jeff Yoder,
PSU-311 Assistant Operations Officer**

Cutter NORTHLAND Hosts Special Guest

The crew of Cutter NORTHLAND hosted a very special guest on October 25, 2016, in Portsmouth, Va. The guest of honor was Coast Guard WWII veteran Jim Evans who served aboard the cutter in 1944. Master Chief Petty Officer William Princiotta, 5th District Reserve Command Master Chief, along with Dr. William Thiesen, Atlantic Area Historian, met with Mr. Evans and his family prior to the visit

that morning and escorted them aboard the cutter. Evans, Princiotta and Thiesen met with the NORTHLAND's command and crew in the wardroom where Evans recalled sea stories from his time aboard NORTHLAND as well as other assignments in the Mid-Atlantic area spanning from 1942-1947.

**— Story and photos by
PA2 Nate Littlejohn**



Coast Guard WWII veteran Jim Evans, a Cutter NORTHLAND sailor in 1944, shares sea stories in the cutter's wardroom with current NORTHLAND crew members.

Sector San Diego hosts the Coast Guard IMAT team for Incident Command System Tabletop



Lt. Cmdr. Elisabeth Dorrian, a reservist from the PAC-35 Incident Management Response Team, facilitates the Tactics meeting as the Planning Section Chief. Additional Coast Guard reservists participating in the three day ICS tabletop included Lt. Brad Bryan (Sector San Diego), Lt. Kevin Sorrell (Sector San Diego), Lt. David Bavencoff (Sector San Diego), and Lt. Alex Elward (Sector San Diego).

Wondering whether or not a disaster will occur is a moot point. Disasters will occur, despite our best efforts to prevent them. Our ability to adequately respond when it happens on our watch is what we should be concerned about. To ensure that our Coast Guard team is Semper Paratus for the inevitable, Sector San Diego hosted a three day Incident Command Team workshop and tabletop exercise facilitated by the Incident Management Assist Team (IMAT) from November 30 to December 2, 2016. Participants included over 25 active duty and Reserve members and established a fully staffed Incident Command Post (ICP) to respond to a simulated tug grounding and oil spill off Shelter Island that shut down the Port of San Diego.

Interoperability is key to the success of an incident and this exercise tested the integration of active duty and Reserve

personnel into a seamlessly combined force. Reservists filled essential ICS Command and General Staff positions including Planning Section Chief, Logistics Section Chief, and Liaison Officer. The Coast Guard has a long history of leading emergency response efforts during and after disasters such as HURRICANE KATRINA, DEEP WATER HORIZON, and the Haitian earthquakes. As the Coast Guard moves further into the 21st century, extensive training including tabletops, drills, and full-scale exercises will be consistently needed to ensure that our members are ready, willing and able to respond to any crisis, across our Nation and abroad.

— Submitted by
Lt. Brad Bryan and Lt. David Bavencoff,
Planning Department, Sector San Diego

D.O.L. Personnel Support Hurricane Matthew

In support of Hurricane Matthew, the Director of Operational Logistics (DOL), with the assistance of CWO David Cota and Mr. Charlie Bartocci at the Pay and Personnel Center in Topeka, Kan., were given Servicing Personnel Office (SPO) privileges to stand up a temporary centralized SPO. This created a one-stop shop for processing SPO documents for the DCMS reservists recalled under Title 14 USC 712 for Hurricane Matthew. The DOL recalled four Reserve YNs -- two technicians and two auditors -- to work alongside the DOL-1 RFRS staff to provide exemplary customer service for all of the DCMS recalled reservists. This model was reviewed and considered a best practice for future contingencies to expedite order processing and reduce reserve orders error that may affect pay issues for our recalled reservists and delays in reporting.

— Submitted by YNCM Melissa A. Sharer,
Title 10 Cap Manager,
Reserve Force Readiness (DOL-1)



Members of the SPO team are: (standing left-right) R.T. Downs, YNC Kimberly Donn (reserve), Lt. Cmdr. Gregory Peck, Capt. Jennifer Grzelak-Ledoux, YN2 Alvin Marracinni (reserve), YN2 Jill Willerding (reserve) and Roberta Lopez. Seated are: YNCM Melissa Sharer, YN1 Candace Drakeford (reserve), Maureen Kallgren and YNCS Tammy Floor. PERS4 Raymond Dalton (not pictured).

Reservists in Louisiana Celebrate the Holidays by Volunteering

On Saturday, December 10, 2016, U.S. Coast Guard Base New Orleans reservists made arrangements to volunteer at the Trinity Neurologic Rehabilitation Center spending time with 11 veterans who reside there and have no families with which to share the holidays. Located in Slidell, La., Trinity Neurologic provides specialty rehabilitation, complex medical care and extended care services. It operates a 110-bed center offering care and treatment to patients with multiple medical rehabilitation and skilled nursing needs. Reserve members either bought holiday gifts or contributed to give a little something to each of the veterans. Because the patients love karaoke and the hospital had only been able to rent a karaoke system on a limited basis, the CG members bought the residents a brand new one with wireless microphones.

After volunteering at Trinity, Base New Orleans reservists then headed to "Christmas Under the Stars" in Slidell to work as event coordinators. The event featured thousands of twinkling lights, festive decorations, visits from Santa and Mrs. Claus, the Parade of Trees and a life-sized Christmas Village. Reservists helped to facilitate the visits with Santa and Mrs. Claus for over 800 children. They also helped children write countless letters to Santa and participated in the clean up at the end of the evening.



Base New Orleans Reservists pose for a photo with Santa and Mrs. Claus.

All in all it was a very enjoyable and rewarding experience for each reservist involved.

— *Story by Cmdr. Kevin M. Tyrrell, Senior Reserve Officer, Base New Orleans*

9th District Reservist Helps With Community Outreach

YN2 Reynard Ramos was requested by Buffalo's School #76 Herman Badillo Bilingual Academy's staff to participate in their Community Helpers day Program on Monday, October 31, 2016. The school invited a variety of civil servants including

local doctors, the Buffalo Fire and Police Departments, council members of local districts, school administrators and others.

Ramos was asked to speak to the students about the U.S. Coast Guard and to educate them and the staff about the role

Coast Guard plays at both the local and national level. His "Show & Tell" props included several numerous items (awards, headgear, challenge coins, copies of the RESERVIST magazine, posters) to illustrate and explain more about the Coast Guard. He also spoke about himself; where he came from and how he decided to join the Coast Guard Reserve, as many of the children were from the same community in which he grew up in.

This was the school's first time putting together a program of this type and it was a major success with the help of community members such as YN2 Ramos. The school has plans to make this an annual event and has asked Ramos to return next year.

"It was honored to have been invited to represent the U.S. Coast Guard," reported Ramos. "I enjoyed being able to do outreach in my community on behalf of Sector Buffalo's active and Reserve members. I look forward to doing so again in the future."

— *Submitted by: Lt. Greg Jensen*



YN2 Reynard Ramos, shown here with students and staff at the Herman Badillo Bilingual Academy Community Outreach event on Monday, October 31, 2016.

Sector Houston-Galveston Shipmates Gather for Hail and Farewell



Capt. Ronald Catudal is being promoted by a fellow shipmate and his son.



Cmdr. Orlando 'Tom' Munoz is promoted by his family.



Lt. Cmdr. Michael Starnes is promoted by two of his children.



Lt. Leah Whiddon is promoted by her father, husband and daughter.



YNCS Paula O'Donnell is presented with her retirement certificate in front of friends and family.



The entire Sector Houston-Galveston Law Enforcement Team received a Meritorious Team Award for their hard work during their ADT period.

The August 2016, drill weekend was like no other for Sector Houston-Galveston reservists. Call it luck or coincidence. The unit witnessed an unprecedented amount of occasions to celebrate.

To kick the weekend off, four officers were promoted, which provided a unique opportunity to see each pair of shoulder-boards be passed from one to the next. Capt. Ronald Catudal, Cmdr. Orlando (Tom) Munoz, Lt. Cmdr. Michael Starnes and Lt. Leah Whiddon all received commissions to the next highest grade, passing each pair of shoulder boards down to their shipmate.

As a surprise, Lt. Whiddon's father presented her with a pair of O-3 collar devices worn by her grandfather, who flew in both World War II and the Korean War. After receiving the family heirloom Whiddon smiled humbly saying, "I just lost watertight integrity."

A round of promotions was just the beginning of the honors as the unit said goodbye and farewell to half a dozen officers and a chief petty officer. Each received recognition for their outstanding accomplishments in collectively seeking to increase Reserve participation in the active duty mission.

Under Capt. Catudal's leadership, the unit not only increased ICS qualifications and capabilities but also significantly increased operational readiness and operational tempo. Many divisions established formal watch schedules reducing the active component's requirement to perform duty on weekends. These departing leaders helped increase vessel boardings by over 400%. During their tenure, reservists responded to over one hundred National Response Center notifications while tripling Port State Control inspections.

The officer corps was not the only ones recognized for these results. The Incident Management Team and the Enforcement Team were recognized for their hard work, planning and execution, including a rigorous two week ADT period.

The day's activities ended on a very bittersweet note as the Coast Guard bid farewell to Senior Chief Yeoman Paula O'Donnell who retired after 24 years of service. O'Donnell served as a recruiter where she was the face of Coast Guard for countless young men and women looking for an opportunity to serve. As a yeoman, she provided administrative services to both Sector Houston/Galveston as well as Sector Field Office Galveston. Her skills and work ethic were so intense that Cmdr. Luis Sandoval, Sector Logistics Department Head, admitted that he fought tooth and nail to keep her in his shop. Senior Chief was recalled for many significant events including 9/11 and the MODU DEEPWATER HORIZON explosion. Most recently, O'Donnell led the administrative division during the Texas City Y Oil Spill, a type-1 environmental incident that was being mitigated, managed and resolved exclusively by reservists within 3 days of the release.

In conclusion many cakes as well as other treats and round of hugs were enjoyed by all. One by one, the departing members walked across the deck-plate towards the parking lot to continue their life's journey.

— Submitted by Lt. Mitchell Otey
Photos by Lt. Christie Pointer

Station New York Reservist Among 2016 Enlisted Reserve Scholars

For Coast Guard reservist MK1 Jason Genao, serving others is his calling in life. The 29 year old from New York separated from the active duty Coast Guard in 2010 after enlisting in 2006. It was during those four years Genao discovered it is his purpose in life to serve others. He continues to serve today as a member of the New York City Fire Department (FDNY) and the Coast Guard Reserve.

After being honorably discharged from the Coast Guard, Genao joined the Coast Guard Reserve and was assigned to Station New York and learned many of his peers continued public service careers with the New York Police Department, FDNY and more. But it was the story of Jeffery Palazzo, a FDNY firefighter and Coast Guard reservist who lost his life trying to save others when he answered the call on September 11, 2001, that decided the civilian career he [Genao] would pursue.

“He, alongside other members of the FDNY, helped save over 10,000 lives that day. After reading his story and speaking to members who personally and professionally knew him I was motivated to become a New York City Firefighter,” states Genao.

Today, Jason is proud to call himself one of New York’s Bravest and is placed in one of the most reputable and busy firehouses in the city. His four years with the Coast Guard instilled the discipline, knowledge, and strength to be one of those chosen to serve his community every day.

“My itch to serve the public persists,” he said. “This is why I have enrolled in Mount Saint Mary’s College pursuing a nursing degree - this will allow me to help people in their most vulnerable moments.”

Since leaving active duty, juggling life as a student, firefighter, and member of the Coast Guard Reserve has meant completing his nursing degree has been a slow process, but he is more determined than ever to reach this goal however long it takes.

“I come from a family who immigrated to the United States to give us a better future. Both my parents never completed any form of education and it was their number one priority that my sister, brothers, and I did.”

Jason, his wife Katie, and their one-year-old son Myles live in one of the most expensive counties in the country, and with his G.I.



MK1 Jason Genao with his wife, Katie, following his graduation from the FDNY Academy.

bill fully exhausted, every dollar put towards tuition is crucial. Support from the Coast Guard Foundation’s United Services Automobile Association (USAA) Reserve Scholarship is greatly appreciated.

“I would like to thank everyone who made this possible, and I hope to live up to their expectations - I’m forever grateful,” he said. “I will continue to look for ways to make a greater impact on society.”

Congratulations to Jason and all of our 2016 Enlisted Reserve Scholars who each received a \$1,000 higher education scholarship:

- **Kaitlin M. Boyle**, daughter of MKC William F. Boyle stationed at Coast Guard Base Portsmouth, is pursuing a Bachelor’s Degree in Biology at Christopher Newport University in Virginia.
- **Alexander I. Foglesong**, son of DCC Derek K. Foglesong of the 14th Coast Guard District, is attending the University of Hawaii studying Mechanical Engineering.
- **FSC Amanda Helton Gomes**, from Coast Guard Sector Long Island Sound, is attending the University of Bridgeport in Connecticut pursuing a Doctorate Degree in Naturopathic Medicine.
- **BM3 Luke T. Josey**, from Coast Guard Station Michigan City, is pursuing a Bachelor of Arts Degree in History Education at Western Illinois University.
- **Abigail K. LaBerge**, spouse of MK3 Peder M. LaBerge from Port Security Unit 313 in Everett, Washington, is pursuing a Bachelor’s Degree in Elementary Education/Special Education.
- **BM2 Benjamin J. Miller**, from Port Security Unit 313 in Everett, Washington, is attending Portland State University pursuing a Bachelor’s Degree in Science with a Minor in Mathematics for Middle School Teachers.
- **MST3 Jane D. Saunders**, from Coast Guard Sector Maryland-National Capitol Region, is studying Environmental Science at Washington College in Maryland.

— Story by Christopher McBriarty,
Coast Guard Foundation Communications Specialist

Secure From The Start

The New York City Marathon brings over 50,000 runners to New York City every year from over 120 countries. Coast Guard Sector New York, at Fort Wadsworth in Staten Island, N.Y., marks the start of the race. It is easy to see this many people preparing for the long run ahead of them, but it's what you can't see that ensures the safety of all of the runners.

On Monday, November 7, 2016, a large team consisting of 56 Coast Guard Auxiliarists, nine active duty and Reserve Coast Guard personnel, 10 Maritime Safety and Security Team members and two Coast Guard K-9 units ensured the safety of the runners by keeping a close watch on activity on and around the base. All of these people were critical to a successful security operation the day of the race.

"The New York City Marathon is a great operation to showcase the spirit of volunteerism that we all as Coast Guard members share," said Capt. Michael H. Day, Sector New York, captain of the port. "What people do not see is all of the work that goes on behind the scenes, such as protecting the bridges, extra ferry patrols and all the operational law enforcement support here on base."

The day begins at 4:45 a.m. with a security briefing where all security members are instructed on topics ranging from the weather to what time every wave of runners will be leaving the base to begin the marathon. They also assemble strike teams mixed with Auxiliarists and Coast Guard personnel and place them in strategic locations throughout the base, keeping in contact



Lt. j.g. Brooklyn Andreasen, a member of Coast Guard Sector New York, reviews the New York City Marathon schedule with another shipmate.

through radio communication.

"To make this security mission successful we are very aware of three watch words. Safety, awareness and teamwork," said Michael Di Trani, the command security officer of Sector New York. "These three words go hand in hand today. Awareness and teamwork ensure safety. Safety and teamwork create awareness. Awareness and safety requires teamwork."

The runners are bused to Fort Wadsworth from multiple pick-up locations around New York. Prior to their 5 a.m. arrival, runners are screened when they board the bus and New York City police officers screen

them before they are permitted on base. The process has been refined over the years to be more efficient, and more importantly, safer and more secure.

The marathon was very successful this year in terms of securing Fort Wadsworth. There were no incidents and radio communication was very quiet throughout the day which meant everything went seamlessly. The day concluded with a follow-up meeting led by Di Trani to ask all of the participating security personnel what could be improved for the next year.

"Things have changed for the better since last year, there are extra fences and better security measures put in place for the runners" said Auxiliarist Jim Humphrey, crewmember at Flotilla 24 based in Keyport, N.J. "I enjoy watching the people from all over the world, and we help to keep them safe."



Two members of the Coast Guard Police Department stationed at Sector New York, patrol the start of the New York City Marathon in Staten Island.



Coast Guard Sector New York service members participate in the Stephen Siller Foundation Tunnel to Tower 5K run in downtown New York City. Coast Guardsmen from Sector New York, Station Fire Island, Station Eaton's Neck, and the Coast Guard Academy, were just a few of the units that participated.

CG Personnel Run 'Tunnel to Tower' To Honor Fallen Hero

The crisp fall air and the echoing song from the bagpipes welcomed over 25,000 runners as they exited the dark, muggy tunnel in the final mile of the Stephen Siller Foundation 15th Annual Tunnel to Towers 5K in New York City on Sunday, Sept. 25, 2016. Among the participants were several Coast Guard members from the surrounding Tri-state area.

The Tunnel to Towers 5K Run & Walk Series was created to retrace the final steps of Stephen Siller, a New York City firefighter who lost his life on Sept. 11, 2001. The run and walk event pays homage to all first responders who made, and continue to make, extraordinary sacrifices in the line of duty.

"Running through the tunnel made me feel great, it made me realize the sacrifice that Stephen Siller had done," said Coast Guard Academy 3rd Class Cadet Christopher Nadeau. "It is really hard to capture what he did, wearing his full turn-out gear, and us in gym gear. In a small way, I can imagine what he might have gone through to get to the towers."

On Sept. 11, Siller, who was assigned to Brooklyn's Squad 1, had just finished his shift and was on his way to play golf with his brothers when he got word of the first plane hitting Tower One over his scanner. Upon hearing the news, Siller called his wife Sally and asked her to inform his brothers he would catch up with them later. He then returned to the fire station to get his gear. Stephen drove his truck to the entrance of the Brooklyn-Battery Tunnel, but he found it closed due to security concerns. Determined to carry out his duty, he strapped 60-pounds of gear to his back and raced on foot through the tunnel to the site of the World Trade Center where he paid the ultimate sacrifice while saving others.



Sector New York service members stand together near the finish line after completing the Stephen Siller Foundation Tunnel to Tower 5K run in downtown New York City.

"Everyone said that coming out of the tunnel was going to be the most awe-inspiring part, and it really was the most incredible sight to see the firefighters and service members holding the banners and cheering us on as we ran through the race," said Lt. j.g. Rachel Laplante, an officer from Coast Guard Sector New York Prevention Department. "It was very inspirational."

The Tunnel to Towers 5K Run & Walk is approximately three-and-a-half miles long, slightly longer than a standard five-kilometer course. It begins at the Brooklyn entrance to the tunnel, officially known as the Hugh L. Carey Tunnel, continues into the streets of Manhattan, and finishes just steps from the 9/11 Memorial. Throughout the entire race, the path is lined with uniformed police officers and firefighters holding banners with photographs of their fallen brothers.

The goal of the Stephen Siller Tunnel to Towers Foundation is to continue Stephen's legacy by supporting our nation's first responders and service members. Building for America's Bravest,

a program of the Stephen Siller Tunnel to Towers Foundation, constructs specially adapted smart homes for our most seriously injured service members. Both active and retired members of the Fire Department of New York City support the Stephen Siller Tunnel to Towers Foundation in efforts to help America's military heroes regain their independence. The firefighter community gives back to injured heroes through fundraising events and mentorship initiatives.

"It felt amazing to run this race and it made me realize how much patriotism there is in America today," said Coast Guard Academy 3rd Class Colin Johnson. "It made me proud to serve my country."

— Story and photos by
PA1 Sara Romero, PADET NY



Station New York Dedicates Building to 9/11 Hero

The thick fog hung low over New York Harbor as the New York City Fire Department (FDNY) ceremonial bag-pipers warmed up next to a row of fire trucks. Coast Guard members walked across the field as the rain picked up in intensity. Although the weather was less than ideal, the mood of the crowd was not dampened.

Family, friends, shipmates and firefighters took their seats under a tent next to a newly completed, state-of-the-art building at Station New York on Friday, October 21, 2016. Everyone in attendance was there to pay tribute to Petty Officer 1st Class Jeff Palazzo, a fallen shipmate, firefighter, friend, father and now the building's namesake.

On the morning of September 11, 2001, while serving bravely with the FDNY, Palazzo and 10 other members from Rescue 5 made the ultimate sacrifice while assisting in the evacuation of the World Trade Center.

"Today, not only do we dedicate a building, but we remember Jeff's sacrifice and the person he was," said Lt. Cmdr. Garrett Meyer, commanding officer of Station New York. "He personified the Coast Guard's core values every day of his life."

Palazzo's dedication to helping others began at a young age. His mother said that at age 12, while she and Jeff were sailing, he noticed a nearby boat capsize. Two people were thrown into the water. He immediately abandoned their vessel to rescue the individuals and helped them into their sailboat.

Palazzo enlisted in 1988, and was sent to Coast Guard CUTTER CAPE HORN. After that tour and another at Station Chatham, Mass., he reported closer to home at Station Rockaway in Queens. While there, he was involved in numerous search and rescue cases including the sinking of the motor vessel BRONX QUEEN and the grounding of the GOLDEN VENTURE.

In 1996, Palazzo left active duty status for the Coast Guard



CLOCKWISE FROM LEFT: The newly completed, state-of-the-art building at Station New York. Members from the U.S. Coast Guard, New York City Fire Department, and Palazzo family participate in the ribbon cutting. Emergency responders from the New York City area attend the dedication ceremony. New York City firefighter Mark Barrett examines his painting of Petty Officer 1st Class Jeff Palazzo during the Palazzo Hall building dedication.

Reserve and began a career with the FDNY. He eventually joined Rescue 5 Company, the FDNY's special operations unit based on Staten Island. He became a member within five years, whereas, it takes most firefighters upwards of 10 years to earn a spot with the elite group.

He continued his Coast Guard service as a Reserve member of Station New York where he found enjoyment in teaching skills to new shipmates and helped mold them into well-rounded Coast Guardsmen.

Now, future Coast Guard members will be reminded of the sacrifices and contributions he made while serving in two

renowned organizations. His uniforms from the Coast Guard and FDNY, as well as a painted portrait of Palazzo from boot camp, greet anyone who enters the multi-purpose, MK1 Jeff Palazzo Hall.

"To be a local hero, who was not only in the Coast Guard but the fire department too, this is a fitting tribute for him," said Andy Lynam, a former shipmate of Palazzo's who traveled all the way from Las Vegas to celebrate the momentous occasion.

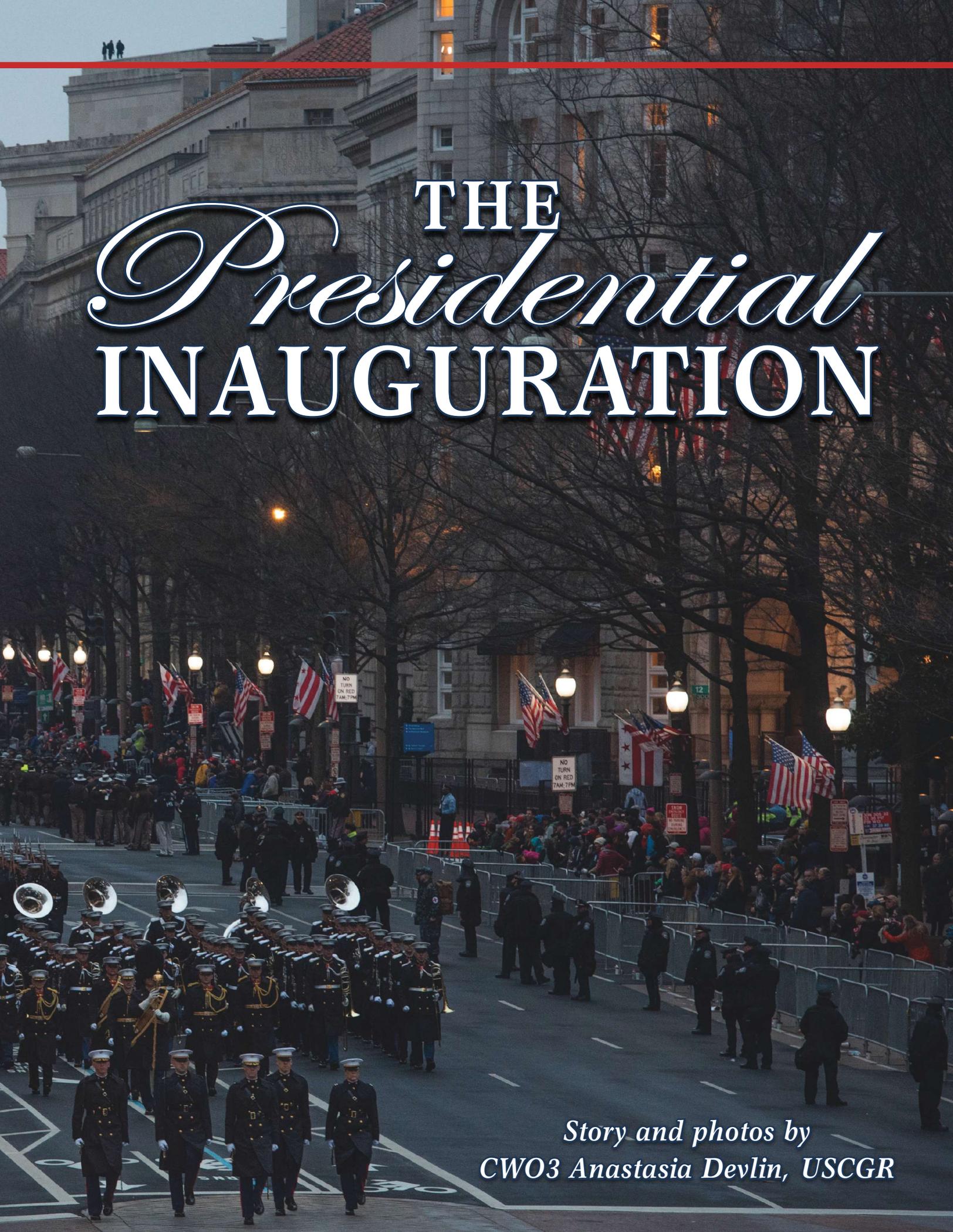
*— Story and Photos by
PA3 Steve Strohmaier 1st District Public Affairs South*

THE 58TH PRESIDENTIAL INAUGURATION



The 58th Presidential Inaugural Parade in Washington, D.C. The Parade was held to celebrate the inauguration of the 45th President of the United States, President Donald Trump.

Photo by Senior Chief Musician Stephen Hassay, USN



THE *Presidential* INAUGURATION

*Story and photos by
CWO3 Anastasia Devlin, USCGR*

THE 58TH PRESIDENTIAL INAUGURATION



(Clockwise from left) Incoming U.S. President Donald J. Trump and Former U.S. President Barack Obama wait to exit the east front steps for the departure ceremony during the 58th Presidential Inauguration.

Photo by Staff Sgt. Marianne Santos, USAF

President Donald Trump and First Lady Melania head to the Inaugural Parade reviewing stand from the White House.

Photo by Petty Officer 2nd Class Patrick Kelley, USCG

The U.S. Coast Guard Ceremonial Honor Guard marches past the U.S. Capitol during the 58th Presidential Inauguration. More than 5,000 military members from across all branches of the armed forces of the United States, including Reserve and National Guard components, provided ceremonial support and Defense Support of Civil Authorities during the inaugural period.

Photo by Staff Sgt. Sean Martin, USAF

Coast Guard Petty Officer 2nd Class Kyle Jones from the Maritime Security Response Team, Chesapeake, Va. provides security support with his canine, Bert, while guests board a dinner cruise boat in Washington, D.C., Jan. 19.

Photo by Petty Officer 2nd Class Patrick Kelley, USCG

The U.S. Coast Guard Color Guard marches by Freedom Plaza along Pennsylvania Avenue, during the 58th Presidential Inauguration.

Photo by Sgt. Kalie Jones, U.S. Army

President Donald J. Trump, Commandant of the Coast Guard Adm. Paul F. Zukunft, and Vice President Michael R. Pence pay their respect to the flag during the 58th Inauguration Parade.

Photo by Tech. Sgt. Trevor Tiernan, USAF





Cmdr. Michelle Watson, head of Joint Team (JTM) Street Cordon at Joint Task Force National Capitol Region, does an interview with Tom Sherwood of NBC4 in Washington to discuss preparations for the 58th Inauguration festivities.

Tucked into every corner of planning for the 58th Presidential Inauguration were members of the United States Coast Guard. The Joint Task Force National Capitol Region, a military unit that stands up every four years in support of the presidential inauguration, has a few Coast Guardsmen serving in positions from special events to security, from operations to, yes, public affairs.

This large-scale event, which takes a planning staff of several hundred service members from all five services, would, at its crowning moment, involve thousands of their brothers- and sisters-in-arms, as well as thousands more civilians. Planners needed to account for every unpredictable aspect, from the needs of the military horses to the unpredictable Washington, D.C., weather.

This was the third experience working at the inauguration for one crucial member of the team, Cmdr. Michelle Watson, head of Joint Team (JTM) Street Cordon. She was no stranger to the job, having led the same team in 2013 in a deputy position for President Obama's second inauguration. When she got the call, requesting her by name to reprise her role — this time as head of Street Cordon - she jumped at the chance.

"I love operational planning. Planning to me is second nature; it's like breathing -- planning and logistics," said Watson. "You can tangibly see your mistakes and successes."

As a former military commanding officer and a civilian inventory manager for a large corporation in Florida, Watson knows the importance of preparedness and communication. But in both those roles, as well as her current job, she's also garnered a lot of experience in last-minute problem-solving - something she

described with a smile in her voice.

"Every day is different. You're not just making the donuts. Most days you find yourself working with your teammates trying to figure out how to put a square peg in round hole, and you only have fifteen minutes to do it. I love that."

Her job as JTM Street Cordon commander involved organizing almost 1,600 service members, representing all branches of the military, who would stand 15 feet apart along the entire parade route down Pennsylvania Avenue from the Capitol Building to the White House. Those members would render a salute to honor the outgoing president and again to the incoming president on his initial trip to the White House.

"When we give that first salute to the new commander-in-chief, we represent two million service members around the world," said Watson. "It's truly an honor."



Cmdr. Michelle Watson, USCGR

Watson reported to her final job as a Coast Guardsman after recently conducting a change of command of Port Security Unit 305 out of Fort Eustis, Va.

In fact, PSU 305 represented all Coast Guard Reserve members in the 2013 Inaugural Parade thanks to Watson's initiative as both deputy street cordon commander and executive officer of the unit itself.

Knowing this was also her "twilight tour" before her March 2017 retirement, Watson took extra time to create a legacy of success for Inauguration planners. Every four years, the military planners usually start from scratch, as Watson did when she began the process in 2013. This year she had her notes in a "continuity binder" from the last Inauguration and she was able to draw up an initial plan before her team arrived. She and the Street Cordon team have created new continuity binders, documenting "the 'why' of the processes," getting 2021's joint-service inauguration team on the right path from the get-go.

"My Coast Guard experience prepared me for this kind of work – we deal with consequence and contingency operations on a daily basis due to the nature of our jobs...evacuation plans, accountability, resources are never far from our minds in any evolution," said Watson. "As a former CO I brought that lens, seeing through the general's eyes thinking, 'what would he want to know?'"

Watson thought ahead, considering the cold January day she had been preparing for. As a young lieutenant in 2005, she worked on the parade route with the script announcers. As a graduate

student working on her masters at Drexel University in 2009, she and her friends stood near the Washington Monument watching President Obama's swearing-in projected across large screens. In 2013, as a lieutenant commander, she spent the day in her bridge coat on the frozen street with a radio coordinating the cordon as the parade ran past dusk. This year, she sees her final inauguration experience with the eyes of a seasoned commanding officer and envisions the view of the two men at the center of the day's events.

"There's a little bit of self-reflection when you make that long walk down the aisle at a change-of-command ceremony and you're facing your troops," she said, thinking of Obama's final ride down Pennsylvania Avenue as the Nation's commander-in-chief. "When you take a new job you go into it with the goal of leaving it better than you found it. And when you leave you always wonder, 'What else could I have done?'"

She's honored to see her career and her experience culminating in the 2017 Inauguration and her final role as Street Cordon Commander. From the early months of planning to the extra ceremonial training that honed the marching and salutes of the members from all five services, Watson was proud of her contribution and what it symbolized.

"This military is made up of all colors, creeds, and affiliations, but you can't see any of that. The military supports the president no matter what. He represents all of us. And we, as the cordon, represent his military."

Several other Coast Guard reservists provided behind-the-scenes support for months before the inauguration; separate from the hundreds of others that would provide on-scene support to either the parade or security during the nine-day "inaugural period."

Name: LT. Cmdr. Jereme Altendorf, Sector Delaware Bay, Pa.

Role: Maritime Security Planning Section Chief

Experience: While the Coast Guard has a ceremonial role in the Inauguration, there's also the requisite security role to be filled as well. Reports from previous inaugurations indicated to leadership that the Coast Guard needed a dedicated planner for maritime security, someone without added responsibilities of an active duty job, giving them the ability to concentrate on this event. Lt. Cmdr. Altendorf will joke that he was the Inauguration's "lead wedding planner," but after having been the lead planner for the Democratic National Convention last summer and the liaison officer for the Pope's visit to Philadelphia last year, Altendorf had the right resume for this monumental job.

He coordinated the Inauguration's maritime security, which included waterside and shore side operations, commercial vessel security and escorts throughout the maritime security zone. "Putting boats on the water is easy, but doing it for 24/7 and almost creating a mini-sector requires a lot of coordination, a lot of logistics, good comms equipment and a solid base of operations," said Altendorf. "And I was just one of the people doing it. We had a whole team dedicated to these few very important days."

He and the team from Sector Maryland oversaw everything from selecting the units involved to providing logistical support for the 300 Coast Guardsmen who came from outside the area, to coordinating with more than a dozen federal, state and local agencies.



PA1 Elizabeth Bordelon, USCGR

Name: PA1 Elizabeth Bordelon, 8th District Public Affairs Office

Role: Media Operations

Experience: Petty Officer Bordelon is one of the few staff members who returned after working on the 2013 Inauguration. Her work in the PA office includes writing press releases, giving training, and escorting media. As a civilian, she works for the Louisiana lieutenant governor's office. But when she saw the job open, "I jumped at the opportunity. Last time, I had a front row seat to history and made a lot of friends working with all the other services. Having a chance to represent the Coast Guard not once but twice in this 200-year-old tradition has been a real highlight of my career."

Name: YN1 Shaun Marable, *Coast Guard Headquarters*

Role: J1/Personnel Specialist

Experience: Bringing skills from his civilian job as a human resources specialist with the U.S. Secret Service, Petty Officer Marable bridged the gap between the DoD environment and administration and the Coast Guard's dedicated Reserve members. Though he'd never worked on a joint service staff before, Marable had years of experience working in a Servicing Personnel Office and was ready for an independent assignment. He said he was excited to network with people in similar job fields and that using his knowledge and diplomacy to accomplish the mission when requirements differed between services would be something that would enhance his career.



YN1 Shaun Marable, USCGR

Name: MEC Derek Gawrilow, *STA Washington, D.C.*

Role: Law enforcement coordinator for
Provost Marshal/Protection Directorate

Experience: Chief Gawrilow's background as a police officer was something the Coast Guard was looking for when requesting a reservist to fill this position, but because he is part of the Washington, D.C., Metropolitan Police Department, Gawrilow was even better suited. "They knew that experience with local law enforcement could be an asset," he said. "I was one of five law enforcement coordinators on staff, but I brought a lot of local knowledge and my own points of contact." Gawrilow worked with the U.S. Capitol Police, U.S. Secret Service and other law enforcement partners to coordinate security for the day's events, including vehicle credentialing and police escorts for military assets.



MEC Derek Gawrilow, USCGR

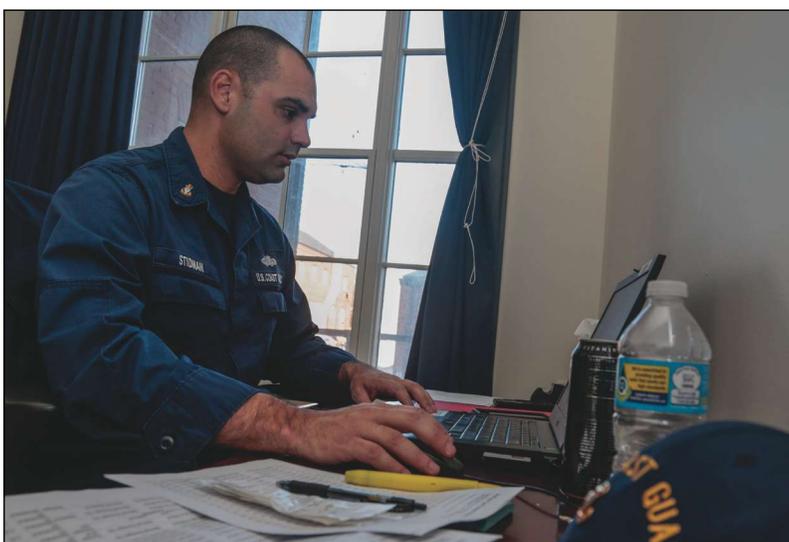
Name: MEC Shane Stidman, *Sector San Diego*

Role: Chief, Special Events -
Ceremonies and Special Events Division

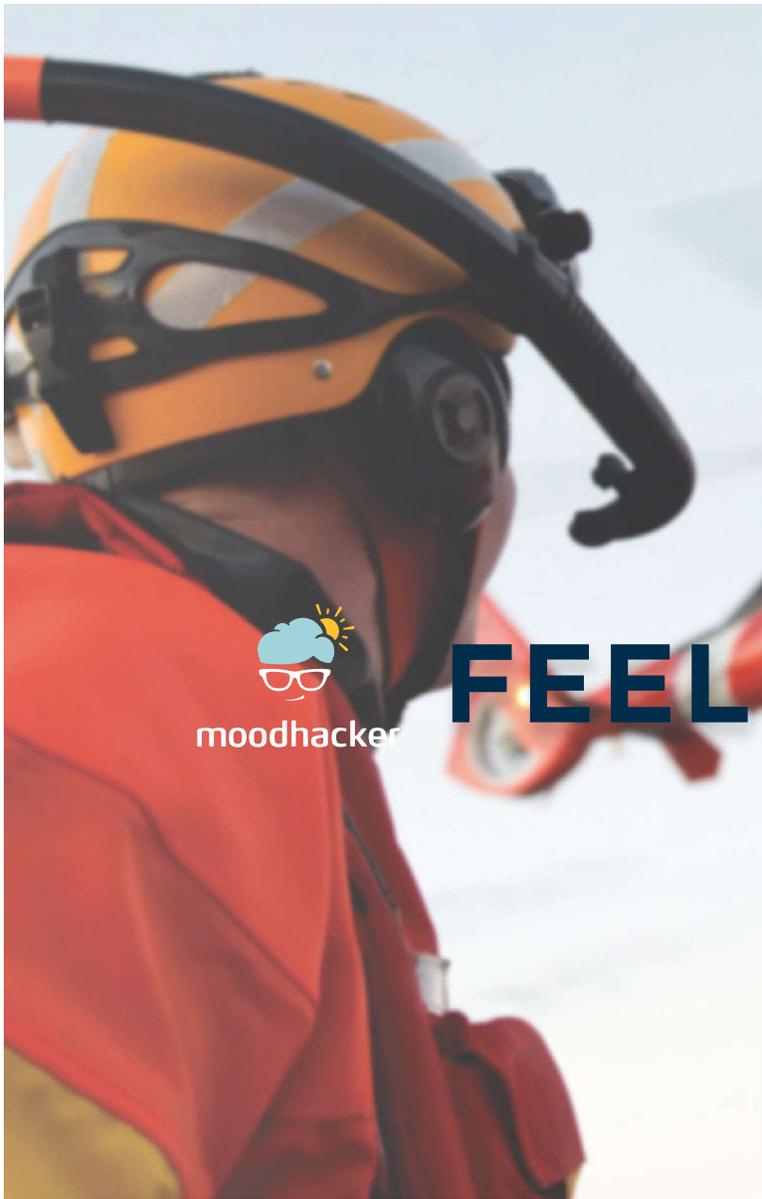
Experience: Chief Stidman stepped outside both his normal role as a Coast Guard maritime enforcement chief and his civilian job with the Army's Criminal Investigation Command to coordinate logistics for the Ceremonies and Special Events Division.

Stidman's job with the JTF involved working with the Presidential Inauguration Committee, which represents the new president's requests for the military's involvement during the Inauguration. Stidman worked with local, state, and federal assets to coordinate logistics and support for special events the military was involved in, such as the presidential galas, wreath-laying, prayer service, and concerts. He brought his military and civilian experience working large scale events, and, as a former member of PSU 305 with Watson, his experience doing joint service operations.

"The best part of the job was being able to work with all of our sister services," said Stidman. "You watch how members from all five branches can come up with an excellent plan of action and then make it happen together." ≈



MEC Shane Stidman, USCGR



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The CG SUPRT Program is free and confidential within the limits of the law. It is also easy to access. Help is available 24 hours a day, 365 days a year— at **855-CG SUPRT (855-247-8778)** or online at **www.cgsuprt.com**

AN IN-DEPTH LOOK





RELEVANCE:

DESIGNING A RESERVE FORCE FOR TODAY AND THE FUTURE

**ARTICLE BY CAPT. MICHAEL G. BARTON,
ACTING CHIEF, OFFICE OF RESERVE AFFAIRS**



The last issue of the RESERVIST magazine (*Vol. LXIII, Issue 4, 2016*) introduced the Reserve Component Force Planning Working Group (RCFPWG) and the Deputy Commandant for Operation's (DCO) Strategic Planning Direction (SPD) describing the processes through which decisions will be made to shape the future Reserve Component (RC). This article expands upon that initial introduction to more fully explain the RCFPWG and the system through which it functions. Additionally, because the work of the RCFPWG is ongoing, future articles will be dedicated to explaining the work performed by the RCFPWG and the future shape of the RC.

The purpose of the RC is to provide trained and qualified personnel for active duty in time of war or national emergency. The RC exists to fill the Coast Guard's needs whenever more units or personnel are needed than are available in the Active Component (AC). Over the past 15 years, the RC has been an essential and successful element of Coast Guard response operations to myriad contingencies. For example, over 42,000 sets of Reserve orders were issued to support responses to the terrorist attacks of September 11, 2001 (9-11), hurricanes KATRINA, RITA, and GUSTAV, the Deepwater Horizon disaster, ongoing Overseas Contingency Operations, and many other Coast Guard operational support requirements.

With global temperatures warming, sea levels rising, weather patterns changing, and regional conflicts erupting, the RC remains as ready and relevant as ever. In fact, the Commandant's Western Hemisphere strategy states that the Coast Guard must be prepared to concurrently respond to a nationally significant

response operation (e.g. Deepwater Horizon) and a regional surge operation (e.g. hurricane) while also responding to the highest priority local operations. The RC remains an essential element of this strategy.

The push to reduce deficit spending and tightening federal budgets, however, reduces opportunities for priority investment in deserving programs. As a result, the Reserve Training (RT) Appropriation is not currently large enough to provide training for a force of sufficient size and capability to surge across all Coast Guard statutory missions. Moreover, despite numerous past successes, available data suggests that the RC is not optimally structured to assist the Coast Guard to carry out its National responsibilities. Accordingly, the structure of the Reserve force is being re-examined and rebalanced to align to priority mission areas, capabilities, and requirements.

In August of 2015, the Commandant signed a decision memo prioritizing Reserve mission sets and establishing that the RC would go no lower than 7,000 billets, which is the number of RC billets on the Coast Guard's personnel allowance list (PAL) today. (The PAL is the list of billets, both active and reserve, distributed throughout the Coast Guard.) The Commandant also approved the creation of a permanent, cross-functional DCO and DCMS team to develop an annual process to review and validate RC workforce employment and capabilities and to ensure that the structure, composition, and capabilities of the RC are aligned with Coast Guard strategy and doctrine.

In October of 2015, the Vice Commandant chartered a permanent cross-functional team and called it the Reserve

Component Force Planning Working Group (RCFPWG or Working Group). The RCFP system will be used by the RCFPWG to annually review and validate the prioritization of RC missions, requirements, and capabilities and then make recommendations relating to the appropriate distribution of RC resources (billets and people) in the Coast Guard's PAL. Key is that the RCFPWG is a permanent body designed to conduct an annual review. This allows for positive and ongoing improvement of the RC that aligns with other Coast Guard process improvement systems.

INTRODUCTION OF THE RCFPWG AND SYSTEM

The Working Group is comprised of both Active Duty and Reserve members from all levels of the Coast Guard. The composition of the working group can be found in the VCG's charter. The Working Group includes both Force Planners (the HQ level people who develop high-level Coast Guard strategies and capabilities) as well as Force Managers (the people who carry out that strategy by managing the RC workforce).

For example, the Headquarters shops located in the DCO construct such as CG-5P (prevention), CG-5R (response) and those located in CG-7 who own the Coast Guard's capabilities (e.g. CG-721- specialized capabilities, CG-731 – boat forces, and CG-741 – shore forces) are Force Planners. The Force Managers are the organizational elements in the field who are responsible for managing the RC; for example, LANT-1, PAC-1, DOL-1 and the Reserve Chiefs of Staff located at the Areas.

The RCFP Working Group is designed to operate through an annual process that develops a continuous feedback loop whereby the planners determine Coast Guard requirements and provide the managers with yearly strategic priorities via the annual Strategic Planning Direction (SPD). The managers then implement those strategies and plans, and in the course of doing so, the managers tell the planners what is or is not working. In other words, they identify gaps in RC training or policy that are impeding RC members in their ability to carry out assigned missions, and then report those gaps up to the planners at HQ. The planners are then responsible for developing solutions to resolve the gap by, for example, implementing a policy change or seeking funds or courses to provide additional training opportunities.

HOW IS THE ANNUAL FEEDBACK LOOP USED BY THE RCFPWG AND SYSTEM SUPPOSED TO WORK?

The annual feedback loop is called the Standard Operational Planning Process/Global Force Management (SOPP/GFM) system. The feedback from the Force Managers to the Force Planners is delivered through existing mechanisms such as the OPAR (Operational Performance Assessment Reports), Annual Field Planning Assessments (FPAs), and other data analysis relating to the use of funds, reserve orders, and metrics relating to competencies, most notably Individual Training Plans (ITPs) and FORMS (Funding, Orders and Requirements Management System). In some instances, an existing reporting mechanism is inadequate to report the gap. In every case, the Reserve Force Readiness System (RFRS) and the Gold and Silver Badge networks are a crucial element in the effective management of the RC and reporting what is and is not working out in the field. Currently, the Office of Reserve Affairs is updating the RFRS instruction to better explain how the RFRS System relates to the RCFP System. In general terms, however, close cooperation and communication

between all elements in the RFRS System is critical to the success of the RCFP System and, more generally, the RC.

This is because the information received by the Force Planners and senior Force Managers from the RFRS System, in addition to analysis of the data described above, will inform and guide the recommendations on RC employment made by the RCFP Working Group to the Executive Steering Group (Senior Level managers of the RCFPWG) and then, ultimately, to the Global Force Management Board (the executive level planning group comprised of senior decision makers within the SOPP/GFM process). Once the process is complete, yearly guidance will be issued to the Reserve Component in the SPD which will then be used by Area and District planners to provide more tactical guidance throughout the field. Once the guidance is issued, the cycle begins again as Force Managers report successes and gaps up through the various reporting mechanisms to be reviewed by the RCFPWG for consideration and resolution strategies.

To illustrate how the process should work, consider a member who is assigned an ICS competency on the PAL at a Sector but who is declined entry into an ICS class because she is priority 4. Such a situation creates a training gap (RC assignment priority level) that must be addressed. If other RC members are also declined entry into ICS classes indicating more than a problem with just this single member, then there may be a training gap that effects the entire RC and one that should be reported up to CGHQ through the RFRS. If RFRS is working correctly, the RFRS staff and/or the Senior Reserve Officer at the Sector will report the concern up to the District DXR staff. The





DXR staff would be aware of similar reports received from other Sectors and would collate that information for further distribution up the chain of command and for resolution by the Force Planners at Headquarters. This example is not hypothetical but an actual example of how the RFRS fed information up to HQ which resulted in solution development. Currently, CG-131 is working with CG-CPE on a resolution strategy and the uptick in CG-131 sponsored ICS course available to reservists in FY16 was a direct result of this collaboration. Cooperation, collaboration and communication within and between the various elements of RFRS is and will continue to be a critical success factor in the effective operation of the RCFP System.

ARE THERE OTHER ONGOING INITIATIVES THAT I HAVE HEARD ABOUT THAT ARE PART OF THE RCFP WG ACTIVITIES?

Within the RCFP Working Group there are sub-working groups that are focused on resolving specific Reserve issues. For example, the work done by the Director of Operational Logistics (DOL) on the Reserve Maintenance and Assist Teams (RMAT) recently highlighted in the RESERVIST magazine (*Issue 2 - 2016*) is an example of a sub-working group of the RCFPWG. The development of the RMAT concept involved Forces Managers (LANT-1, DOL-1, SFLC) and Force Planners (CG-7).

Initiatives such as the DOL's may ultimately require a shift in Reserve resources and the information derived from those initiatives will be some of the metrics that are used by the RCFP WG to make recommendations and decisions affecting the whole Coast Guard RC.

There are also sub-working groups comprised of Force Planners at Headquarters and Force Managers out in the field who are reviewing a variety of issues such as what mix of forces does the Coast Guard need under our current Operational Plans and where/how does the RC fit into that mix.

As a result of the RCFP working group, the RC should

anticipate that a course of action will be recommended to the Executive Steering Group in 2017 with some changes to the composition of the Reserve force being implemented by 2018. In the interim, there may be incremental changes such as those caused by pilot projects (e.g. the Reserve Maintenance and Assist Teams) or other workforce shaping activities that are not expected to impede the work of the RCFPWG (e.g. continued implementation of the boat forces management plan). As soon as any courses of action are approved by the Global Force Management Board, they will be messaged to the field so that every RC member will understand what changes may come.

CAREER IMPACTS OF FUTURE FORCE SHAPING MEASURES

Force shaping measures of any kind are often concerning to people who naturally wonder how they and their careers will be impacted. Let's begin by establishing that the Coast Guard and Coast Guard Reserve leadership understand these concerns and will make concerted efforts to implement required changes in a fair and measured manner. There is nothing about future force shaping measures that are designed to further reduce our force size or eliminate people before they are eligible for a Reserve retirement. To the contrary, if a member fulfills their military obligations, continues to advance within established policy limits, and adheres to the Coast Guard's core values and other Coast Guard policies, they will be able to enjoy the benefits of a Reserve retirement (called a non-regular retirement) after they have completed a minimum of twenty qualifying ("good years") years of service. Ultimately, the goal of future force shaping measures is to establish a more effective, contingency based and operational ready reserve where members can best serve the Coast Guard with the least detrimental impact to their civilian careers and family.

WHAT WILL THE FUTURE SHAPE OF THE RC LOOK LIKE?

There are currently several studies being conducted to determine what the Coast Guard's requirements are for the RC to carry out the four mission sets defined by the Commandant in his 2015 decision memo. Accordingly, it would be inappropriate to forecast a detailed outcome at this time. However, there is no dispute that the RC mission sets defined in the Commandant's decision memo and written into DCO's Strategic Planning Guidance will remain the same.

The Reserve mission sets are:

Defense Readiness, including Expeditionary Warfare requirements of the Port Security Units (PSU), as well as, commitments to Combatant Commanders and other joint commands;

Ports, Waterways, and Coastal Security (PWCS) with resources focused on responding to or recovering from threats to the Maritime Transportation System (MTS), including traditional boat forces and law enforcement capabilities;

Incident Management and Response, focusing on obtaining the competencies required to respond to natural or man-made disasters including command and control (Incident Command System), interagency cooperation (e.g. Emergency Preparedness Liaison Officers to FEMA), marine safety and pollution response; and,

Mission Support, including competencies necessary to support deployed forces found in traditional mission support rates (e.g. engineering rates, YNs, SKs) and specific support programs such as Legal and Public Affairs.

These are not new missions. The RC has been performing Defense Readiness, PWCS, and Mission Support in one form or another since the RC was founded in 1941. The RC has been doing Contingency Response since the 1970's; the same era during which the Fire Service conceived of the Incident Command System. In 1972, Title 14 was changed to authorize involuntary active duty for Coast Guard reservists to respond to natural or man-made disasters. This authority was first used in 1973, to assist with flood operations in the Midwest. While we continue to improve in how we perform these missions, each of the assigned RC missions is one that the RC has traditionally performed and performed well.

Further, the Reserve Force Readiness System, which includes RFRS Full Time Support staff elements at the Areas, the DOL, the Districts, the Sectors, the PSUs as well as the Senior Reserve Officers (SROs) and Senior Enlisted Reserve Advisors (SERAs), is a proven concept and a worthwhile Reserve Program investment. The RFRS system will be improved through role clarification, but the role of SROs and SERAs is expected to remain. Changes in the shape of the force may require changes in the number of Full Time Support (FTS) personnel assigned to a specific unit.

Additionally, as in the past where the PS rate was successfully converted to the ME rate, it might be the case that some rates are disestablished within the RC or converted to another rate. There are a number of factors involved when reviewing reserve ratings including mission-based requirements for that particular skill set, whether a healthy rating pyramid can be maintained in the RC, as well as reviews of past utilization and expectation for future utilization. Accordingly, this issue is being studied and it is too soon to project which rates may be impacted.

It is also expected that our current review will further validate the Concept of Reserve Employment (CORE). Previous studies which served as the baseline for CORE remain valid as do Reserve enlisted competencies assigned on the PAL in accordance with the CORE. While the CORE ALCOASTS have expired, the CORE concept remains mostly valid and remains reflected in current assigned PAL competencies. Some changes to billet structure and assigned competencies have (as Force Managers tweak their PAL) and will continue to occur, and the competencies assigned within the PSU, Boat Forces, and Shore Forces construct will remain mostly valid with minor changes expected. Therefore, every RC member assigned a competency associated with their billet on the PAL should continue training toward obtaining and maintaining that competency.

CURRENT ACTIVITIES OF THE RCFPWG

Currently, the RCFPWG is conducting a review of the Shore Forces construct utilizing a combined sub-working group with membership from interested stake holders. Once this work is complete, it will be pushed out to the larger working group for review and approval. This work should be completed early in 2017. In addition, the working group will begin examining the Mission Support construct in January. Ultimately, the working group will report its proposed course of action to the RCFPWG Executive Steering Group (ESG) which includes Rear Admirals Servidio, Hinrichs, Pelkowski, McKinley, DeQuattro and Reserve Force MCPO Johnson. Those proposed courses of action are expected to be ready by Spring 2017. Following the ESG's review and approval, the recommendations on the future force will be briefed to the Global Force Management Board (GFMB). This brief is tentatively scheduled for May 2017.

CURRENT GUIDANCE ON MANAGING RC MEMBERS WHILE AWAITING FUTURE FORCE OUTCOMES

While we await the recommendations of the RCFPWG and the decisions of the ESG and GFMB, every Reservist, but especially those assigned to RFRS positions and those who manage the RC, should review the SPD and maintain a sharp focus on achieving assigned competencies. The SPD is and will continue to be the yearly strategic planning direction that guides the development of area, district, and unit strategic and tactical plans, including the employment of reservists within those plans. RC members with questions relating to the work of the RCFPWG should refer to their Reserve Forces Readiness System staff. The RFRS staff is comprised of the full time RFRS support staff located at the Areas, Districts, and outlying field units. Senior Reserve Officers and Senior Enlisted Reserve Advisors are also critical SELRES links within the RFRS system. The Office of Reserve Affairs will continue to pass updates on the progress of the RCFPWG through the RFRS system through SRO and FTS conference calls and emails. Accordingly, these RFRS staff elements will continue to have the latest information on the RCFP System developments. Similarly, those assigned RFRS positions should use that system to brief questions or concerns up their chain of command and to seek resolution. ≈

Ed's Note: Additional information and resources can be found at <http://reserve.uscg.mil>.



RESERVIST MAGAZINE

SHIPMATES IN FOCUS



PS3 Ron Gill's daughter, Gracie, at a memorial honoring veterans including her dad.

A Father's Love Keeps Son's Memory Burning Bright

Story by PA1 Gail Dale, Public Affairs Detachment New York

For many, the Coast Guard isn't just a military service. Rather, it's a family whose bonds between members become just as strong and deep as the ones they share with relatives of the same name. Ron Gill became part of the Coast Guard family when his son Ronald (Ronnie) Gill, Jr. joined the service following the events of September 11, 2001.

After the terrorist attacks, Ronnie, a Rhode Island native, called his father stating his desire to enlist so that he could help protect our nation. Initially, he served as a reservist on Cape Cod, Mass., but as soon as an active duty opportunity became available he jumped at the chance, despite it being in Anchorage, Alaska. In Alaska, Gill was a member of a Maritime Safety and Security Team; he was doing what he loved and was proud of his service. It was also here that he met his wife, Amber.

In March of 2007, Gill and his shipmates were conducting patrols and training in Puget Sound in Washington State. On the last day of the deployment during one of the final patrols, Ronnie was ejected from the port security boat and injured by the propeller. The injuries proved to be fatal.

"He wasn't even supposed to be part of that boat crew," said Ron Gill, Sr. "He called me and told me he had made a switch with a friend. We spoke at 12 o'clock. It was just a normal conversation. At the end we said goodbye and I love you and two hours and fifteen minutes later he was gone, two hours and fifteen minutes ..."

After Ronnie's death, Gill and his wife, Rosemary, were burdened with over \$20,000 of Ronnie's school loans. Overwhelmed with the debt, they put together a golf tournament ** fundraiser with the hopes of paying some of it off and donating a portion to Ronnie's high school. In one weekend they raised \$17,000 and donated five times their goal to the high school. Organizing the fundraiser provided a much needed distraction from their grief.

"I remember the night it was over," said Gill wiping tears from his eyes. "I was standing at my bureau in tears and I said to Rosemary, 'What am I gonna do now?,' because all the stuff we had done for the foundation really helped me survive those first few months; and Rosemary said, 'Start working on next year's golf tournament.'"

The Gills decided to make the foundation official; they worked with lawyers and accountants and created a nationally recognized foundation: The PS3 Ronald A. Gill Memorial Scholarship Foundation. Since its creation nearly 10 years ago, the foundation has handed out almost \$250,000 to 161 scholarship recipients. Money is raised by various events throughout the year. Events include a motorcycle ride, golf tournament, macaroni dinner and a city wide dress down day. Additionally, money is also raised through the annual Combined Federal Campaign.

They are currently working to increase the awareness of the scholarship throughout the Coast Guard as they want to give more benefits to Coast Guard families.

"Even if it's just money for books to be given in Ronnie's name, we would love to give more to his shipmates," said Gill. "He would have loved that."

In addition to raising scholarship funds in his son's name, Gill has also made it his mission to get Ronnie the recognition he very much deserves. He has had his name added to numerous memorials throughout the country, though some haven't been as

easy as others. He had to fight for a year and a half to have Ronnie's name added to the Providence, Rhode Island's Garden of Heroes, which memorializes service members who have made the ultimate sacrifice. Initially his family was not recognized as a Gold Star Family, a designation for families who have had members killed during a time of war. Much of the push back has been related to Ronnie being in the Coast Guard and others not recognizing it as one of the Armed Forces.

"Whether he was in Iraq, Afghanistan or state side, Ronnie died while in uniform, serving his country, performing a mission for the Department of Homeland Security, period," said Gill.

Gill has worked hard to keep Ronnie's memory alive, not only for himself, but for his daughter Gracie, who was born six months after Ronnie was killed.

"She's just like him; she looks, talks and acts like him," said Gill. "When Ronnie came into the room you knew he was there. He got along with everyone and loved everyone. Gracie is just that way. I won't ever let him go; it's important she knows all about him and the hero that he was." ≈

Pipes Across The Sea

By PA3 David Flores, 11th District Public Affairs

Founded in 1910, and initially established at Cameron Barracks in Inverness, Scotland, as the Army School of Piping, the Army School of Bagpipe Music and Highland Drumming (ASBM&HD) is a British Army training establishment that provides instruction of Scottish bagpipe music to military pipers, drummers and pipe bands. The school is now located at Inchdrewer House near Redford Barracks in Edinburgh, Scotland, and is administered by the Infantry Training Centre.

The School provides courses at different levels to pipers and drummers of the British Armed Forces throughout the year. Qualified instructors are drawn from the pipes and drums of various units in the British Army. The school accepts students from Commonwealth armed forces.

Courses held at the Army School of Bagpipe Music and Highland Drumming are varied and begin with the basic Class 3 Pipers and Drummers Course where no previous experience is required. This is a full 22 week program incorporating piping or drumming/bugling, band drill and highland dancing. At present, the United Kingdom's Ministry of Defense fields approximately 28 military pipe bands across its command organizations, primarily regiments of the British Army, but also including the Royal Air Force and University Officers' Training Corps.

The school's storied history has featured such notable instructors such as founding instructor Pipe Major John MacDonald, Pipe Major John Grant, Pipe Major William Ross and Pipe Major John MacLellan, among others.

With the generous assistance of newly appointed Drum Major of the United States Coast Guard Pipe Band Kevin Conquest (DSO, USCG Aux) and Army School of Bagpipe Music and Highland Drumming resident instructor Pipe Major Ross McCrindle (SG), Coast Guard reservist Maritime Enforcement Specialist Second



ME2 Jeremy Cook presented Senior Pipe Major Martin MacDonald with the Army School of Bagpipe Music and Highland Drumming, a shadowbox in appreciation for the school's hospitality and future partnership.

Class Jeremy Cook, a piper in the United States Coast Guard Pipe Band, was provided the opportunity to pay a visit to the Army School of Bagpipe Music and Highland Drumming while in country on personal travel.

Cook was given a tour of the facility by Senior Pipe Major Martin MacDonald (4 SCOTS) and received an extensive history of the school and its previous home in Edinburgh Castle, the school's capabilities and responsibilities, and notable pipers, instructors, and directors, all of whom are memorialized in pictures around the school.

Students on the pipe major's course are required to study displayed historical information for later assessment, in turn being groomed as stewards of piping history and traditions, and ultimately as leaders and instructors for the pipe bands within their own regiments.

Cook was also educated in the school's involvement in the organization of the massed pipes and drums for the world renowned annual Edinburgh Military Tattoo and observed students in their second week of the pipe major's course.

Having received the authorization of the United States Coast Guard Pipe Band (USCGPB) to visit as a representative of the

band, Cook presented Senior Pipe Major Martin MacDonald with a token of collective appreciation for the school's hospitality and a gesture of friendship for future partnership and collaboration: a shadowbox consisting of the tartan of the United States Coast Guard, the cap devices of the enlisted, commissioned officer and auxiliary personnel of which the pipe band is comprised, as well as the blue feather half-hackle worn by all members of the United States Coast Guard Pipe Band. In a fitting coincidence, it turns out to be the same ancestral hackle worn by Senior Pipe Major Martin MacDonald's home unit, The Highlanders, 4th Battalion, Royal Regiment of Scotland. ≈



A Flying Santa Ford Tri-Motor delivers a parcel to Graves Light off of Boston. (courtesy of Friends of Flying Santa)

Coast Guard Lighthouses and the history of "The Flying Santa"

Story by William H. Thiesen, Ph.D., Historian, Coast Guard Atlantic Area

Throughout the history of the U.S. Coast Guard's aviation branch, Service aircraft have come to the aid of the American public in emergencies and in time of need. However, the Holiday Season has provided a unique opportunity for private citizens to return the favor.

Beginning in the Great Depression, aviator William "Bill" Wincapaw began the tradition of "The Flying Santa." Born in Friendship, Maine, Captain Wincapaw oversaw flight operations for the Curtiss Flying Service in Rockland, Maine. He came to admire Maine's lighthouse keepers and their families for standing the watch in isolated and often inhospitable locations.

To show his appreciation for their dedication and self-sacrifice, Wincapaw decided to deliver gift parcels to local lighthouses on Christmas Day. Early in the morning on December 25th, 1929, Wincapaw loaded the packages of Christmas gifts into his vintage Travel Air A-6000-A airplane, featuring a single radial engine and wicker seats. That first year he airdropped Christmas gifts to a dozen lighthouses located along the Maine Coast.

Wincapaw continued the tradition the next year and, over time, came to be known as "The Flying Santa" and the "Santa of the Lighthouses." He began to dress the part and enlisted his son, Bill Jr., to pilot additional Christmas Day flights. His gift parcels included basic items, such as newspapers, magazines, coffee, tea, candy, tobacco, soup, yarn, pens and pencils. By 1933, the program proved so popular that Wincapaw expanded it to include ninety-one lighthouses from Maine to Rhode Island and Connecticut.



Portrait photograph of Captain William Wincapaw, originator of the Flying Santa program.

(courtesy of Friends of Flying Santa)



In 1946, the Flying Santa used a Sikorsky S-51 for deliveries. It was the first use of a helicopter for Christmas deliveries. (courtesy of Friends of Flying Santa)

He even found commercial sponsors to underwrite the cost of the parcels and the flights.

In the late 1930s, the program expanded requiring the services of a third Santa. The Wincapaws enlisted New England maritime historian Edward Rowe Snow to fill the position. During World War II, deliveries became more sporadic; however, by war's end the Flying Santa visited an impressive 115 lighthouses and Coast Guard stations. In 1946, the program even tested the latest aviation technology using a helicopter to assist in airborne deliveries. The Flying Santa reverted back to fixed-wing aircraft the next year and helicopters would not be used again for over thirty years.

In 1947, Captain Wincapaw suffered a heart attack during a flight out of Rockland and died in the ensuing crash. Numerous lighthouse keepers, their families, and representatives from the Coast Guard, Army and Navy attended Wincapaw's memorial service. At the appointed time of the service, fog horns and lighthouse warning bells called out along the Maine Coast to honor the man who established the beloved Flying Santa tradition.

After Wincapaw's passing, Edward Snow took over the program, and Snow and his family became the heart and soul of the operation. With the support of dedicated pilots, Snow honored Wincapaw by expanding the flights to include nearly 180 lighthouses and boat stations. In certain years,

the program even served installations along the shores of the West Coast and Great Lakes; and remote locations, such as Bermuda and Sable Island, 100 miles off the Nova Scotia coast.

Snow continued the Christmas tradition for forty-five years. He retired in 1981, when failing health prevented him from taking part in further Flying Santa missions. That year, oversight of the Flying Santa program passed to the Hull Lifesaving Museum in Hull, Massachusetts, and helicopters replaced fixed-wing aircraft to transport the Flying Santa. In 1987, lighthouses underwent automation; however, the Flying Santa continued to visit Coast Guard bases

and installations. In the 1990s, a number of retired Coast Guardsmen began volunteering to serve as the Flying Santa. And, in 1997, the all-volunteer Friends of Flying Santa was organized as a private non-profit to run the Flying Santa program.

The Flying Santa has been in operation nearly ninety years since Captain Wincapaw founded it. During that time, the Flying Santa has missed only the year 1942 due to the security concerns of World War II. Today, the program delivers Christmas gifts to over 800 Coast Guard children at seventy-five units located from Maine to New York. ≈



Flying Santa visiting Station Jonesport (Maine) in 2015. (courtesy of Friends of Flying Santa)



Photograph of the USS GLENDALE. (U.S. Coast Guard photo)

The Coast Guard Reservist That Saved the Day in WWII

Story by Logan Nye

The Coast Guard's USS GLENDALE served in the Pacific in World War II, and it was commanded by a reservist who earned the Bronze Star for his actions during a Japanese sneak attack on Dec. 5, 1944.

Coast Guard Reserve Lt. Cmdr. Harold J. Doebler was commanding the GLENDALE in a convoy of 35 Army, Navy, and merchant ships on their way to Leyte Gulf in the Philippines. The GLENDALE was assigned to anti-submarine and anti-air operations for the convoy.

On Dec. 5, friendly flights of C-47s began passing over the convoy. At first, this wasn't of great concern, but Japanese pilots saw the situation and decided to exploit it. They flew their planes into the C-47 formations until they were close to the convoy, and then swooped down to attack the ships.

Doebler maneuvered the GLENDALE and other ships of the convoy to form a screen that attempted to pick off the Japanese attackers before they could reach the rest of the convoy. But the problems of target identification continued as gunners had to be confident that they weren't firing at friendly planes before they pulled the trigger.

During the battle multiple torpedo bombers hit the SS ANTONE SAUGRAIN and a bomb hit the SS MARCUS DALY, but no other ships in the convoy were damaged thanks to the screen led by the GLENDALE.

In the late afternoon, just after the MARCUS DALY was hit, the convoy was joined by four new destroyers. With this greater firepower, the convoy was able to drive off the rest of the Japanese attacks and the rest of the ships were able to continue safely.



The USS South Dakota fired on an incoming Japanese bomber. (U.S. Navy photo)

The ANTONE SAUGRAIN later sank from the damage inflicted by the torpedo bombers, but the safe zone established by the destroyer and frigate screen allowed other vessels to rescue 413 crewmembers safely before the ship went down. The MARCUS DALY was able to continue with the convoy despite severe damage and the loss of 72 of its crew.

Doebler was later promoted to Rear Admiral and received the Bronze Star for his actions leading the convoy screen. ≈

Logan Nye is a former Fort Bragg paratrooper who deployed with the 82nd Airborne Division's 4th Brigade Combat Team. This article originally appeared at We Are the Mighty.



RESERVIST MAGAZINE

HEADQUARTERS UPDATE

From the Office of Boat Forces

Submitted by Mr. Donald P. Hartmayer, Program Analyst, CG-731

RB-S Coxswain Intro Course

28 NOV – 09 DEC 2016

BM3 Jaime Bland

Station Cortez

07 NOV – 18 NOV 2016

BM2 Gene Cox

Station Milford Haven



Chief Petty Officer's Academy

07 NOV – 18 NOV 2016

BMC Eric Giles

Station Fort Macon

BMC William Poertner

Station Fort Pierce

MKC Randy Sherwood

Station Grand Haven

BMC Kirstin Maclean

Station LA/LB

BMC Theresa Joyce

Station Lake Worth Inlet

BMC Brian Murphy

Station little Creek

MKC Joel Baumgart

Station Milwaukee

The Office of Boat Forces congratulates the following graduates from the following courses. *BZ to ALL!!*

The FY 2017 "C" School Schedule can be found on the Boat Forces Portal:

<https://cg.portal.uscg.mil/units/cg731/Reserves/ReserveCschoolConveningsFY17Hartmayer.pdf>

The Boat Forces Reserve Readiness Report (BF3R) can be found on the Boat Forces Portal:

<https://cg.portal.uscg.mil/units/cg731/SitePages/Reserves.aspx>





Blended Retirement System (BRS) Update

In the RESERVIST (*Issue 3 2016*), the new Blended Retirement System (BRS) which takes effect on January 1, 2018, was introduced. As a recap, the BRS consists of four components that distinctively combine to deliver a new blended annuity package categorized by a defined retirement pay benefit; automatic and matching contributions to service member's Thrift Saving Plan (TSP), a continuation pay, and a lump sum option.

Everyone who joins military service after January 1, 2018, will be covered under the new BRS. Service members with less than 12-years of active duty (fewer than 4,320 retirement points for reservists) as of December 31, 2017, will have the choice to opt-in to the BRS during calendar year 2018, or remain under the current retirement plan. Those members with greater than 12-years of service, or 4,320 points, will remain in the current legacy retirement system.

The decision to opt-in is irrevocable, so all members should carefully consider their own personal circumstances, time in service, career intentions, and financial situation to determine which retirement system is best for them.

The defined BRS pay benefit formula will use a 2.0 percent per year multiplier times the number of years served (total points divided by 360 for reservists), times the average of the members highest 36 months of basic pay, in lieu of the 2.5 percent multiplier under the legacy system. This equates to an annuity of 40 percent of basic pay for 20 years of service versus 50 percent of basic pay at 20 years of service under the current retirement system.

Additionally, for those enrolled in the BRS the Coast Guard will automatically contribute an amount equal to 1 percent of basic pay to your TSP after 60 days of service for new accessions and on the next pay period following selection for those who choose to opt-in.

If Service members contribute to TSP, the Coast Guard will match the member's contribution starting at three years of service for new accessions and on the next pay period following selection for those choosing to opt-in. Contribution matching is capped at 4 percent and will stop after completion of 26 years of service for all enrolled members.

At the start of 3 years of service, this contribution is the member's to keep regardless of whether or not they achieve 20-years of qualifying service. This means if you separate from the Coast Guard before reaching retirement, you now leave with a portable retirement benefit (TSP), which is not part of the current defined retirement plan. However, as with similar retirement accounts you may incur a penalty and taxes for early withdrawal.

Continuation pay is a payment similar to a bonus at the completion of 12-years of service available to those who agree to serve an additional 4 years. Active Component member payments will be a minimum of 2.5 times their monthly basic pay and Reserve Component member payments will be a minimum of 0.5 times the monthly active duty basic pay. These multipliers can be increased by the Coast Guard, with some limits, to meet Service needs.

With BRS there is a lump sum option that will allow members to take a 25 or 50 percent lump sum at the time of retirement that will reduce the monthly retired pay by a corresponding 25 or 50 percent until age 67. After age 67, the monthly retired pay annuity will return to the full amount. If selected, members may choose to take the lump sum payment all in one single year or to receive payments in up to 4 equal consecutive annual installments.

There will be four different focused training modules provided over the next year that will provide all members and supervisors the information and tools to increase awareness of the BRS. The courses will be hosted in the Department of Defense Joint Knowledge Online (JKO) learning environment and can be accessed through the Coast Guard Learning Management System (LMS).

The Leader Training to Introduce the BRS for the Uniformed Services was released in June 2016, and is mandatory for all military personnel in pay grades E-6 and above. The course will provide leaders with a basic understanding of BRS. This will help them answer basic questions and provide assistance to those looking to get additional information to better inform their decision of whether to select or not select the BRS. To access the course log into the LMS at <https://elearning.uscg.mil>. It is listed as course #100122 located under 'Mandated Training B' under the 'Mandated Training' in the 'Course Catalog.' Enroll in the course and go to 'My Account' to launch the course. Follow the directions to access the course through the JKO link and to re-access LMS to record completion.

The BRS Personal Finance Counselors training course was released in October and is also available in LMS at <https://elearning.uscg.mil>, listed as course #100141. The course is currently available via CG LMS and is mandatory for Personal Financial Management Coordinators, Command Financial Specialists and Pay/Personnel Staff. This course provides those counselors/educators additional background in BRS to provide appropriate information and referral to assist service members form a decision based on their specific circumstances.

The BRS Opt-In training course is scheduled to be available January 31, 2017. This course will educate members with less than 12-years of service, or less than 4,320 points for reservists, to make an informed decision to opt-in to the BRS or remain under the current retirement system. The Opt-In course will be available throughout calendar year 2018, to provide members ample time to complete the course before they make their decision no later than December 31, 2018.

The BRS New Accessions training course will be available at officer and enlisted accession points after January 1, 2018, for all newly affiliated Service members.

More information about the new Blended Retirement System is available on the CG BRS website: https://www.uscg.mil/hr/blended_retirement.asp

Additionally, questions regarding the BRS or related items should be directed to COMDT (CG-133) at HQS-PolicyandStandards@uscg.mil.

What You Should Know About the Fiscal Year 2017 (FY17) Reserve Training Appropriation

As Rear Adm. Hinrichs, Director of Reserve & Military Personnel Policy, conveyed in the last issue of the RESERVIST (Vol. LXIII, Issue 4, 2016), FY16 proved to be an extremely challenging year for the Reserve Training (RT) appropriation. Indeed, for the past two fiscal years (FY15 & FY16), the RT appropriation would have overspent without relief measures that provided additional funding. The potential overspend in FY16 dictated the “all stop” order in mid-September: a drastic, but necessary measure to avoid a violation of the Anti-Deficiency Act. In late September 2016, the Deputy Commander for Mission Support (DCMS) chartered a Reserve Funds Working Group to determine the primary causative factors of the FY15 and FY16 overspending. The Working Group’s report was delivered to DCMS and its conclusions and recommendations will be released soon.

Over and above the findings of the Working Group, several years of budget cuts have reduced the RT appropriation by almost 20% from \$134.2 million in FY12 to \$110.6 million in FY16. Although our FY17 budget request is \$112.3 million, we have been operating under a Continuing Resolution (CR) since the beginning of the fiscal year on 1 Oct 2016. The CR, which was recently extended through 28 Apr 2017, limits our funding to \$109.5 million, slightly below the FY16 level. Until a budget is passed by Congress and approved by the President, we will continue to operate with less FY17 funding than anticipated.

Why is this important to you? As we continue to operate in a fiscally constrained environment, each Selected Reservist (SELRES) must know, understand and follow the requirements related to Active Duty for Training – Annual Training (ADT-AT) and Inactive Duty Training (IDT) outlined in ALCOAST 396/16 (FY17 Reserve Active Duty for Training Scheduling Requirements) and ALCOAST 397/16 (FY17 Reserve Drill Scheduling Requirements). These messages reinforce existing policy in the Reserve Policy Manual

(COMDTINST M1001.28C) and provide program rules designed to maximize the benefit of our training funds to the entire SELRES workforce. Key elements of these policies are provided in the table below. While early monitoring of IDT and ADT-AT usage shows that most SELRES members are complying with IDT and ADT-AT policies, some are not. One area of concern includes scheduling and completing unauthorized ATPs (none have been authorized for FY17). Scheduling of ATPs may be occurring in error within Direct Access. When scheduling drills, “ATP – Single” and “ATP – Multiple” are the first two drill types that appear in the drop down menu. SELRES members, supervisors and SPO personnel must be vigilant when scheduling and approving IDT drills to ensure the correct drill type is recorded.

CG-1312 will continue to monitor FY17 IDT and ADT-AT usage and work with Areas, Districts and commands to correct discrepancies and areas of non-compliance.

As a SELRES member, it’s important that you stay informed of issues that impact you and know who to reach out to when you have questions. I encourage you to contact your supervisor or a member of your local Reserve Force Readiness System staff, which includes your Senior Enlisted Reserve Advisor, CMC and Senior Reserve Officer. Commands can also reach out to their servicing Area and District (dxc) staffs for additional clarification and guidance.

We realize these are tough budget times and we are working diligently to document the Reserve Program’s needs to support future year budget increases. In the interim, I am relying on each of you to be resolute fiscal guardians by following the FY17 guidance and I thank you in advance for doing your part to keep us on track. CG-1312 remains committed to supporting our SELRES workforce to remain Semper Paratus!

— Submitted by Cmdr. Christa O. Heffelfinger,
Chief, Reserve Programs Division (CG-1312)

ALCOAST	Applies to	Authorized Duty for Pay	Scheduling Deadline in Direct Access	Limitations	Exceptions
396/16	ADT-AT	<ul style="list-style-type: none"> • 12 days* • 15 days* (PSU, CORIVRONs only) <p><i>* exclusive of travel</i></p>	30 JUN 17	<ul style="list-style-type: none"> • SEP 2017 “all stop” • No ADT-AT in SEP without a waiver • No ADT-OTD authorized for FY17 • C-school orders > 12 days require a waiver • No ADT-AT if you’ve performed 30+ days of active duty (any kind) without a waiver • No ADT-AT for members who are retiring, separating or leaving SELRES status • Non-consecutive ADT-AT w/travel requires a waiver 	<ul style="list-style-type: none"> • IADT to support recruit training (Boot Camp, DEPOT, “A” school) may be performed throughout FY17
397/16	IDT	<ul style="list-style-type: none"> • 48 paid IDT drills (all SELRES) • 1 paid RMP** <p><i>** unless authorized by PSC-RPM for NOE</i></p>	30 JUN 17	<ul style="list-style-type: none"> • SEP 2017 “all stop” (except for PSUs & CORIVRONs) • No IDT waivers at this time • Can’t “make up” IDT drills missed while on active duty for 30+ days 	<ul style="list-style-type: none"> • ATPs will be authorized ONLY for PSUs, CORIVRONs via separate ALCOAST message later in FY17 • Batching of IDT drills authorized by command & District (dxc) subject to availability of IDT berthing funds

Now Hear This: Reserve Policy Manual Updated

On December 12, 2016, the Reserve Policy Manual, COMDTINST M1001.28C, was released and with its promulgation, significant new policies affecting the Service as a whole were implemented. The most notable changes in this version of the Reserve Policy Manual are:

- * *Policies on Reserve Assignments aimed at alleviating some of the problems associated with drilling outside a Reasonable Commuting Distance (RCD);*
- * *A complete new section on how reservists can earn non-regular retirement points and on occasion, basic pay for command directed coursework completed using Electronic Based Distributive Learning (EBDL) methodologies;*
- * *Sexual Assault Response and Prevention Program (SAPR) enhancements for reservists who choose to keep their report of sexual assault restricted and still want medical benefits after they are released from active duty;*
- * *Significant medical policy clarifications that made shepherding reservists through the Physical Disability Evaluation System (PDES) more efficiently, and with reduced errors; and*
- * *The creation of active training opportunities for senior Reserve officers assigned to the Individual Ready Reserve (IRR) through the creation of Individual Augmentation Duty (IAD).*

There are several other policy changes or clarifications interspersed throughout this new update. It is strongly recommended that every reservist (no matter how long they have served) thoroughly read through each chapter so they can gain a general understanding of what is expected of them, and what they can expect from the Service when it comes to their administration and training.

The nuances and intricacies of policies specific to Coast Guard reservists can be challenging to navigate and make sense of. This newly updated manual goes a long way in clearly articulating these policies and making it easier for reservists to better manage their time as a citizen sailor.

Thanks for your contributions and suggestions on the most recent update. As always, your comments and recommendations are encouraged for the next revision of the RPM as the staff has already begun to assemble edits for it. The next version is expected to be promulgated sometime in 2018.

Many thanks to Lt. Macy Tumblin, Lt. James "Scooter" McKnight, Lt.j.g. Andrea Greene, and Chief Warrant Officer Anthony Giaccone for putting in countless staff hours over a two year period to get this new update out to the field.

— Submitted by **Cmdr. Thomas V. Gwilliam.**
CG-1311

Do you need assistance?

Help from CGMA is within reach:



Emergency
interest-free
loans



Disaster
Response



Education
Programs



Free Financial
Counseling

"CGMA has gone above and beyond to help my family" - *BM1 Chad Sigle*



Part of Highway Named for Coble

Story by David Sinclair, Managing Editor, The Pilot

Editor's Note: Congressman Howard Coble served in the Coast Guard and Coast Guard Reserve from 1952 to 1981. He passed away on Tuesday, November 4, 2015 (RESERVIST, TAPS, Issue 1, 2016) Reprinted from an article posted to <http://www.thepilot.com/news/> on December 1, 2016.

The State of North Carolina has renamed a portion of Interstate 85 in Guilford County in honor of the late Congressman Howard Coble, who once represented Moore County.

"Howard Coble was an amazing congressman who set the standard for sincerity, hard work and honesty in public service," said Gov. Pat McCrory, who joined the N.C. Board of Transportation Thursday to commemorate Coble with a resolution naming a portion of Interstate 85 in his honor. "I considered him a mentor and friend. Most importantly, he was a tireless advocate for his constituents. I'm proud that we can honor his legacy in this way."

The resolution designates part of I-85 in Guilford County as the Congressman J. Howard Coble Highway. The section spans between I-40 and Alamance Church Road, the site of Coble's childhood home.

"Howard Coble epitomized public service," said transportation board member Pat Molamphy of Pinehurst. "He was always in the district. He was always available. He was a master of constituent services. That is what true public service is about. That pretty much sums up Howard Coble."

Coble was a lifelong resident of Guilford County and a veteran of the U.S. Coast Guard and Coast Guard Reserve. He served as an assistant federal prosecutor, state revenue secretary and state legislator prior to his first election to the U.S. House of Representatives in 1984. He represented the 6th District for 30 years until retiring in January 2015, and was the longest serving Republican House member in the state's history.

His district included Moore County until 2010, when it moved to the 2nd District.

Coble passed away on Nov. 3, 2015, at the age of 84, after an extended hospitalization. He suffered from complications from skin cancer surgery a year earlier.

Over his three decades of service, Coble participated in hundreds of parades, attended countless covered-dish church dinners, Boy Scout ceremonies, school programs and civic group meetings, not to mention all of the campaign events throughout a political career dating back to the late 1960s.

A hallmark of Coble's 30 years in Congress was his constituent service, hailed as "legendary" among his colleagues, according to his longtime chief of state Ed McDonald.

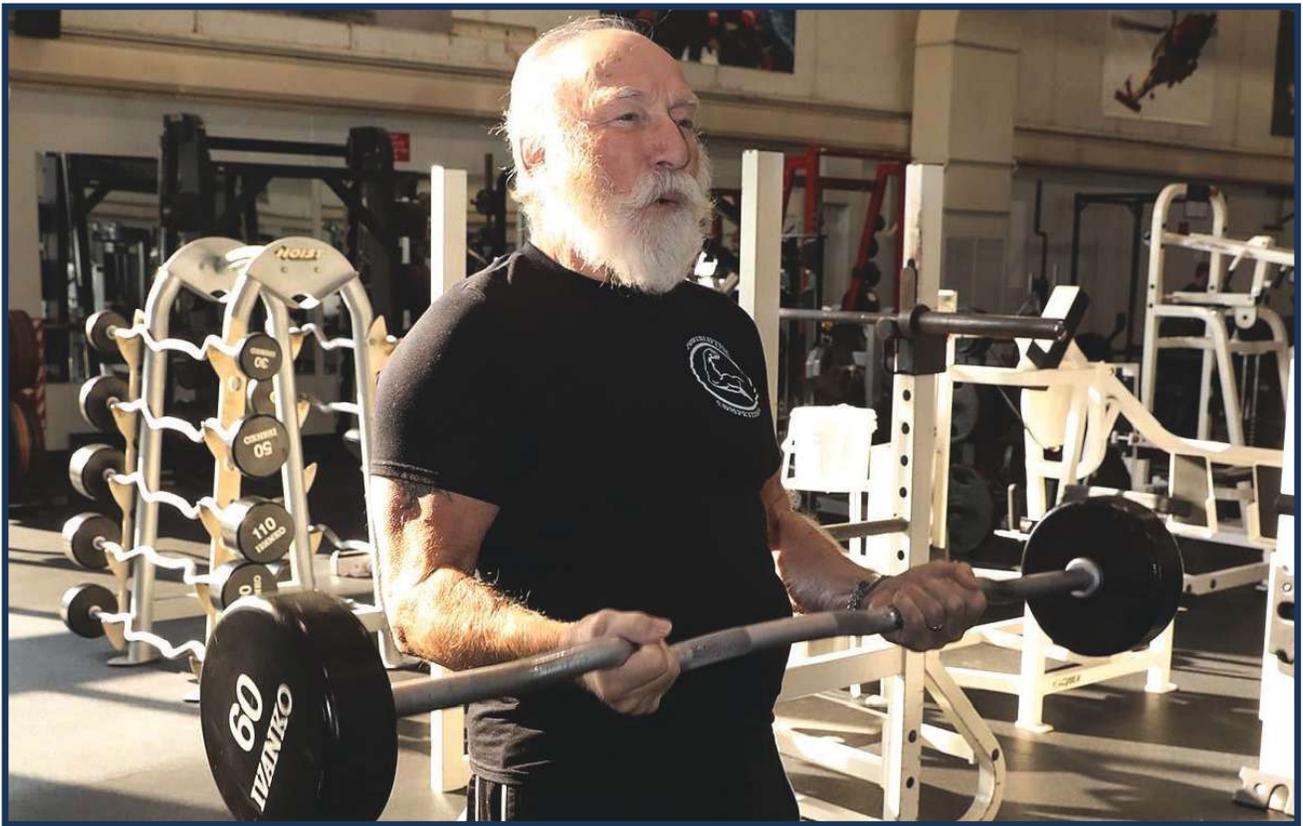


Congressman Coble participates in an annual St. Patrick's Day parade, one of hundreds of parades during his three decades of public service.

A confirmed bachelor, Coble was known for his trademark fedora and colorful sports jackets.

Before his career in Congress, he served in the N.C. House in 1969 and again from 1979 through 1984.

His last military assignment, which ended in 1982, was as commanding officer of the Wilmington [CG Reserve] Unit. He received the Coast Guard Distinguished Public Service Award in May 2014.



Retired CG reservist John Sheets, 79, works out with weights at the Coast Guard Training Center in Cape May, N.J., on Nov. 03, 2016.

Photo by Tom Briglia for The Inquirer

Goal for 80th birthday: a national power-lifting record

Story by Jason Nark, Staff Writer, The Inquirer Daily News

A standard bench-press barbell weighs 45 pounds, and when John Sheets decided after his heart surgery that he was going to become a power lifter he found he couldn't make that bar budge.

So Sheets, a retired Coast Guard reservist who lives in Lower Township, Cape May County, started from scratch, with the help of his son-in-law, and got the barbell moving, his arms trembling while he locked out his elbows.

Week by week Sheets added pounds to that bar. First, he slipped on tiny plates the size of tea saucers, but eventually he was loading on weights that looked like manhole covers.

His surgery was in 2002. He has a simple goal for the day next May when he turns 80.

The Army and Coast Guard Reserve veteran wants to bench press over 200 pounds, retain his title as New Jersey state champ, and break a national record. He's got the youthful biceps to do it.

"I got another gold medal," Sheets told a Coast Guard member Thursday at the service's national training center in Cape May. "It just goes to show you, you can never be too old."

Sheets grew up in an era when working out was work. He spent six years in the Army, mostly in Europe, and left as a sergeant first class. He met his wife, Erika, in Germany, and in February they'll celebrate their 60th anniversary. In 1991, he retired from New Jersey Bell. He spent 21 years in the Coast Guard Reserve in Cape May as a first-class boatswain's mate.

When he's in competition, Sheets bench presses five days a week in the training center's cavernous gym. Everyone there recognizes him and spots him on the bench when he needs it.

In 2002, Sheets was flat on his back in an operating room at Penn Presbyterian Medical Center getting his aortic valve replaced. A scar runs down his chest, between the muscles. "They put a cow valve in my heart," he said.

Sheets credits his son-in-law, Tim Shoffler, for getting him started and encouraging him to keep going. Shoffler, 58, said he'd known Sheets since he was 12 and knew that first day on the bench would turn him into a gym rat.

"The first time we took him was tough, but he's a very determined individual," Shoffler said. "He put his time in, and now he spends more time in there than any of us."

Eventually, Sheets began to wonder how he stacked up against other men his age and found USA Powerlifting. At the Heavy Metal Classic in September Sheets competed in the bench press.

"I've always been pretty competitive," he said. "I've been in three meets, won a gold medal every time and set the meet record every time. I can do 200 now."

Sheets said his doctors continue to give him the green light for heavy lifting and he feels better than he has in decades. He's not trying to get every octogenarian into the gym but wants them to know how good it might make them feel.

"Just because you have a serious operation, it doesn't mean you go back home and live on the couch," he said. "Muscles will deteriorate and go to nothing if you don't use them."

Eliot Feldman, state chair of the Pennsylvania chapter of USA Powerlifting, said the organization has had to add more age groups in recent years as more competitors like Sheets join.

"If you go to a contest of ours and see the older athletes you see their physiques don't look anywhere near their age," Feldman, 54, said. "They're healthier. They sleep better. They live longer."

Sheets, who competes at 183 pounds, said some of his family members still worry about him pushing himself to bench press more than his body weight

"I'm a little bullheaded," he said. "This is the best shape I've been since the early '70s, though."

Long Serving Captain Retires in Boston

Capt. David M. Gardner retired at Coast Guard Base Boston on Saturday, October 15, 2016 after 38 years of service. Gardner enlisted in the U.S. Navy in 1978 and served as a Quartermaster on the USS DWIGHT D. EISENHOWER. He enlisted in the Coast Guard Reserve in 1982 and served at Station New Haven, Conn., and aboard CGC VIGOROUS, advancing to QM1. He was commissioned at Reserve Officer Course Indoctrination in 1986. His subsequent afloat and ashore assignments included Coast Guard Cutters TAMAROA, BLOCK ISLAND and TAMPA; Atlantic Area/5th District Search & Rescue Mission Controller; Group Hampton Roads Senior Reserve Officer (SRO); Chief, Atlantic Area (LANT) International Ops; LANT Joint DoD/International Exercise Planner; Deputy Chief, 7th District (x); 1st District Reserve Chief of Staff; and CG SRO, Naval Expeditionary Combat Command. Capt. Gardner is shown here with 1st District Commander Rear Adm. Daniel Abel, who served as Presiding Officer at ceremony, and Master Chief Kyle Takakjian, USCGR (ret.) who was a guest speaker.

Photo by Mike Dubin, USCG Auxiliary



Retirement List

RET-1 (Retired With Pay)

OCTOBER 2016

Cmdr. Martha Maurerjenniss
Lt. Cmdr. Bryan Cobble
Lt. Cmdr. Pedro Mesa
MAT4 Kenneth Nagle
BMCS Gerard Greer
MSTCS Lester Morris
SKCS Charles Gandy
BMC David McLaughlin

HSC Edward Bartels
MKC David Rilko
MSTC John Crowe
MK1 Gary Knox
SK1 Linda Rommerdahl
SK1 Baron Yankowitz
BM2 David Leich
MST2 Stephen Flanagan

NOVEMBER 2016

Capt. James Gillespie
Capt. Rafael Ortiz
Cmdr. Paul Piva
Lt. Cmdr. James McBride
Lt. Cmdr. Brent Spencer
MECM James Aziz
BMCS Brian Fleming
DCCS Michael Kelley

FSC John Baney
GMC Robert Hollingsworth
BM1 Joseph Copley
BM1 Nathan Long
HS1 Timothy Vorhies
IT1 William Ellis
OS1 Stephen Sitch
MK3 Robert Buchanan

RET-2 (Retired Awaiting Pay)

OCTOBER 2016

Capt. David M. Gardner
Cmdr. Louis J. Luba, Jr.
Cmdr. Nicole R. Robertson
Cmdr. Jeffrey A. Williams
Lt. Cmdr. Thomas M. Holston
Lt. Cmdr. Richard J. Lavigne
CWO Brendan M. Dolan
BMCS Jeffrey J. Lucas
BMCS Steven P. McEvoy
BMCS Armena L. McNair
BMC Ian S. Bucs
CMC Kirk D. Murphy
ETC Michael H. Barcia
ETC Joseph Orecchio
ITC Griffith B. Hepner

IVC Donald C. Brummitt
IVC Peter J. Galley
MEC Douglas A. Sosa
MEC Charles R. Weaver
MKC Anthony V. Baker
MKC Timothy F. Waterbury
SKC William A. Rein
YNC Christopher A. Perkins
BM1 Heather A. Toimil
BM1 Scott D. Wheaton
FS1 Louis J. Vecchione
IT1 Errol D. Zappala
ME1 Steven M. Ray
ME1 Kieran P. Sheehan
MK1 John E. Bruns
MK1 Michael A. Flippi

MST1 Robert C. Hazen
MST1 David L. Sousa
BM2 David M. Allyn
BM2 Brian W. Altimier
DC2 Michael D. Angus
EM2 Wiley W. Files
FS2 Desmond C. Glee
GM2 Daniel J. Marinella
ME2 Cory C. Bergeron
ME2 Tammy M. Ferguson
MK2 John W. Bucher
MST2 James H. Maynor, III
YN2 Leslie E. Lowrie
BM3 Shem C. Alleyne
BM3 Fotios S. Floros
BM3 Nelson R. Reithmaier

ME3 Lawrence D. Harnden
OS3 Shawn J. Brown

NOVEMBER 2016

Cmdr. Benjamin W. Wetherill
Lt. Cmdr. Philip E. Mikan
CWO Matthew W. Crabtree
MKCS Christopher D. Horak
HSC Jeremy B. Elrod
IVC Thomas G. O'Brien
MK1 Troy D. Saltrese

— Compiled by
YNC Joseph R. McGonagle,
USCGR (ret.)

Bulletin Board



Coast Guard Combat Veterans Association Reunion

The 2017 Coast Guard Combat Veterans Association (CGCVA) biennial reunion will be held at the Crown Plaza Hotel in San Diego, Calif.,
May 8-12, 2017.

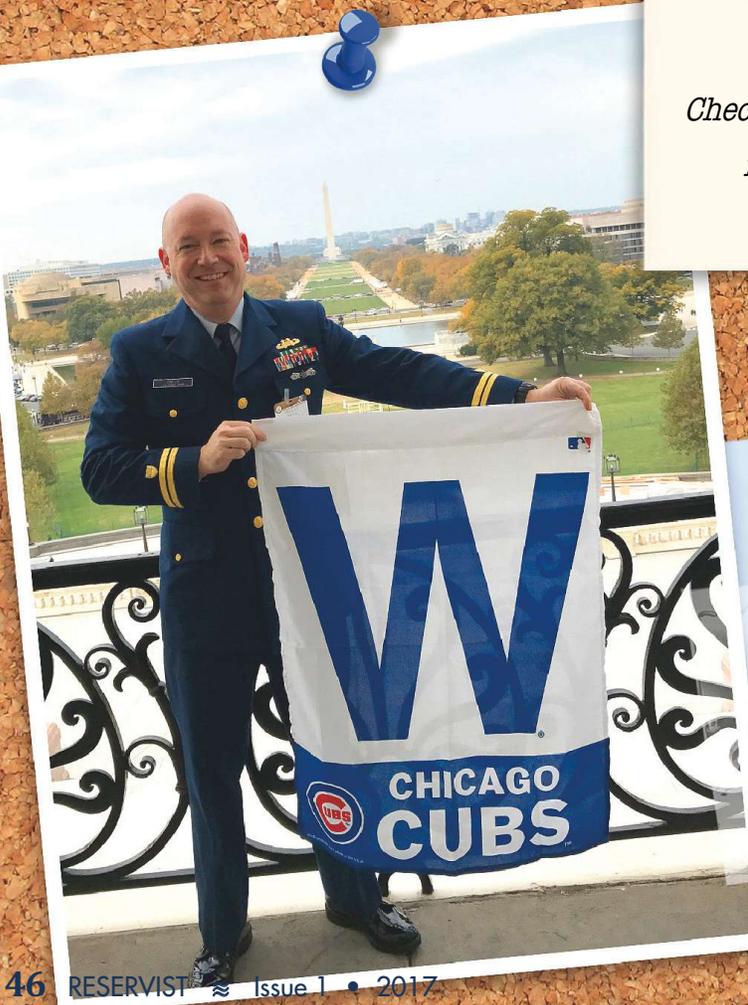
All Coast Guard veterans are invited to attend, regardless of membership. Please join us to experience great hospitality, camaraderie, a silent auction and the awards banquet.

For additional information, contact MCPO Mike Placencia, USCG (ret.) at:
cgmasterchief22@hotmail.com.

Check out the CGCVA website for updated information and for membership criteria and application forms at:
www.coastguardcombatvets.com.

The Cubs Win, the Cubs Win!

Lt. Todd Smith, USCG Sector New York (sxp), is shown here flying the "W" in honor of the World Series Champion Chicago Cubs from Speaker of the House of Representatives Paul Ryan's office balcony at the U.S. Capitol.





MCPOCG Advances Sector Boston Reservist

Coast Guard Reserve Petty Officer 2nd Class Elizabeth Urtasun and her husband David, center, celebrate her advancement at Base Boston with Coast Guard Sector Boston Command Master Chief Michael Brewer, left, and Master Chief Petty Officer of the Coast Guard Steven W. Cantrell on Saturday, Dec. 3, 2016.

Photo by Petty Officer 3rd Class Brandon Hillard



TO CHANGE YOUR MAILING ADDRESS:

Selected Reservists:

Please use Direct Access www.uscg.mil/ppc/ps/, or send your address change to your unit Servicing Personnel Office (SPO).

Individual Ready Reservists (IRR):

Please contact the IRR Personnel Support Unit by:

Email: ARL-PF-CGPSC-rpm-3-Query@uscg.mil

Website: <https://www.uscg.mil/rpm/rpm3/irr/>

Mail:

Commander (rpm-3)
Personnel Service Center
U.S. Coast Guard Stop 7200
2703 MLK Jr. Ave SE
Washington, DC 20593-7200

Retired Reservists:

Please send e-mail to Personnel Service Center (ras) at: ppc-dg-ras@uscg.mil or use Direct Access www.uscg.mil/ppc/ps/, or use self-service at www.uscg.mil/ppc/ras/directoryassistance.asp#one or call 1-800-772-8724.

This has been a good year with quite a few visitors -- mostly Coast Guard but two were kids' I taught in



first grade over 50 years ago. They fell in love in first grade when Ken gave Joan 17 of his 12 marbles on her 7th Birthday

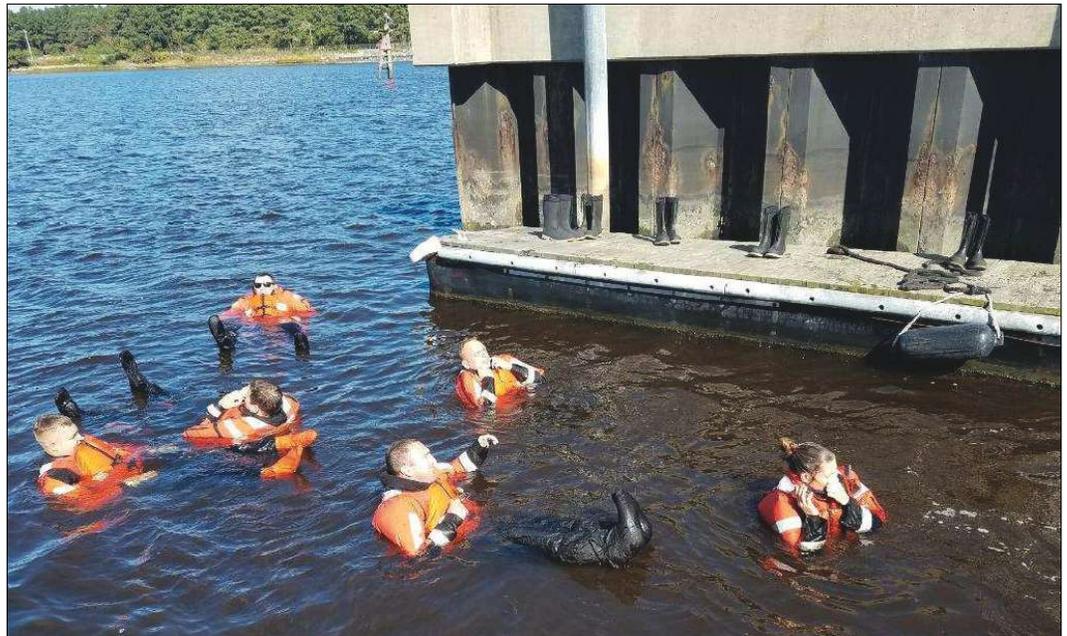
Retired Coastie Roz Cox, Ark State VFW CDR brought the Nat'l VFW CDR over to meet me when their District meeting was here.

On Veterans' Day, a friend, Pauline, took me to Wal-Mart HQ Veterans' Day ceremony. It was a very nice program and I met a lot of people including Doug McMillon, Wal-Mart Chief Executive Officer who visited with us for a few minutes. 2015



In the Swim...

USCG Station Portsmouth Reserve personnel participated in annual survival swim training during the drill weekend of October 15 and 16, 2016. Members taking part included MKC Donald Wiggins, MK2 Wallace, BM3 Jason Ludwig, BM1 Wade Caple, BM1 Kristi Langschied, BMC John Navolis and MK2 Sullivan. The Training was part of the crew's Boat Crew Currencies requirements.



Reservists Run to Support St. Jude in Memphis

Members of the Sector Lower Mississippi River Response Department participated in the St. Jude Memphis Half Marathon on Saturday, December 3, 2016. The race winds its way through downtown Memphis and through the St. Jude campus where patients and their families cheered the runners on. Sector personnel who ran included (left to right) BM1 Jonathan Dye, BMC Allan Monterroza, MK3 Christopher Hughes, BM1 Jesse Sullivan, BM1 William Sehnert, BM2 Christopher Connors, BM3 Michael Ramos and MK2 Bradley Wilson.

Proud CG Parents Attend Graduation and Advancement

On Friday, December 9, 2016, Lt. Cmdr. James Trifiro and his wife Martha attended their son Nathan's graduation from Boatswain Mate A School at CG Training Center Yorkton, Va. The proud parents are shown here pinning on Nathan's collar devices as he advanced to Boatswain Mate Third Class.





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CG SUPRT has launched the H&R Block Tax Software for your 2016 taxes. File your Federal and State taxes online for free!

- Be sure to access H&R Block Tax Software through the link provided on the CG SUPRT website.
- If you are prompted for payment, please call CG SUPRT for assistance.
- H&R Block free-file allows for **1 Federal and up to 3 state returns per user**.
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If you have questions about this tax service or about your own tax returns, please call **1-855-CGSUPRT** (247-8778) and ask to speak with a CG SUPRT tax consultant. **During tax season, trained tax consultants are available by appointment Monday through Friday from 9 a.m. to 8 p.m., EST.**

If you are experiencing financial difficulty or need advice on money matters, please contact CG SUPRT to work with a Personal Financial Management Coach. Services are free and confidential, within the limits of the law.



Spreading Cheer Around The World

The Personnel Support Command Reserve Personnel Management (PSC-RPM) staff got together to celebrate the holidays by putting together boxes of goodies for less fortunate children. Staff members donated toiletries, toys, and educational items, wrote personalized cards and wrapped 20 boxes for children who often do not receive gifts. The PSC-RPM staff extends their holiday cheer and wishes everyone the very best in 2017!

Photo courtesy U.S. Coast Guard PSC-rpm

Sector Lower Mississippi Advances Newest Master Chief

Senior Chief Greg Robertson was advanced to Master Chief Boatswain Mate (BMCM) on September 1, 2016. His advancement was officially recognized during a ceremony at Sector during October. Shown here (left to right) are: Lesley Beavers, MCPO Robertson's daughter, his spouse Sandy Robertson, BMCM Robertson, Cmdr. Gerald Thornton and Cmdr. Jerry Brothers, Sector Senior Reserve Officer.

Photo by MCPO Dave Schacher, Sector Reserve Command Master Chief.



Departing Reservist Recognized

Sector Lower Mississippi River reservist YNC Brian Smith was awarded the Coast Guard Commendation Medal during a ceremony in October. Smith, who was departing the Sector for a new assignment, is pictured here receiving his award from Sector Senior Reserve Officer Cmdr. Jerry Brothers.

Photo by MCPO Dave Schacher, Sector Reserve Command Master Chief

AWARDS



Coast Guard Commendation Medal
YNC Brian Smith



Coast Guard Achievement Medal
CWO Jeffery Bernashe



Reserve Good Conduct Medal

BMCS Robert Mayer
BMC Joshua Folckemer
BM1 Christopher Hunt
BM1 Scott Logan
BM1 Cody Pearman
ME1 Anthony Costa
ME1 Kevan Nanton
ME1 Thomas Shirley
MK1 Daniel Hearn
MK1 Lance Welsh
ME2 Nicholas Polino
MK2 Christopher Carty
MK2 Jordan Randall
BM3 Jamie Bland
BM3 Adam Cormier
BM3 Adam Kraft
BM3 Edward Laughlin
MK3 Clayton Beatty
MK3 Troyton Loggins



As part of working as part of the Joint Task Force – National Capital Region, YN1 Shaun Marable, USCGR, represented the Presidential Inauguration staff at a Washington Redskins game, Jan. 1.

TAPS

Capt. Bill Vendl, 84, USCGR (ret.), passed away Sunday, October 30, 2016, in Los Alamito, Calif. He was born in Chicago on February 19, 1932. His many life experiences included being a member of the 1956 USA Olympic Modern Pentathlon team in the Summer Olympic Games held in Melbourne, Australia, a retired Coast Guard Captain, a Long Beach State Intramural director, and acted as the RT Incentives Travel director of site inspections. He was a professor, an author, and as recent as 2011, a member of the Re-Creations's "The Singing Colonels", a men's quartet formed in 1951, where Bill sang the lead, touring VA medical centers and State Veteran homes in Florida to "encourage all Americans to help meet the needs of every Veteran, every day!"



He is survived by his wife Janice Vendl, sons Bill, David Vendl, and Mike Uraine, daughter Suzanne Vendl and Kenny Jarvis, and granddaughter Kaitlyn Jarvis; and daughter Rhonda Weimmeister; brother Charles (Chuck) Vendl, sister-in-law Bonnie, and her husband Sy Rupslauk, along with his many beloved nieces and nephews, and grandnieces and grandnephews.



GM2 Lewis William (Bill) West, IV, 48, USCGR, passed away Thursday, August 25, 2016. Bill was borne October 11, 1967. He was a veteran and member of the Coast Guard Reserve. He is survived by his wife Jennifer Jordan West of Gulf Shores, Ala.; step-daughter, Ella Elizabeth Jenkins; mother, Caroline West of Jackson; father, Billy West (Lauree) of Florence; brother Ray West (Margo) of Florence; nieces, Raegan West and Abigail West; step-brother, Jason Pugh (Laura) of Gautier; step-sister, Kelly Pilger (David) of Ocean Springs; and many other family members and friends.



RESERVIST MAGAZINE
PARTING SHOTS



The crew of the Coast Guard Cutter Alder clears ice from the deck of the cutter as the ship transits through Lake Superior Dec. 14, 2016. The Alder and other Great Lakes Coast Guard cutters commenced Operation Taconite, the Coast Guard's largest domestic ice-breaking operation, encompassing Lake Superior, the St. Mary's River, the Straits of Mackinac and Lake Michigan, Dec. 19.

Coast Guard photo



Lt. Cmdr. Todd Fowler, chaplain at Coast Guard Sector Maryland-National Capital Region, Marine Maj. Gen. John Broadmeadow, commander of Marine Corps Installations Command, and a Pearl Harbor survivor throw a wreath over the side of the Coast Guard cutter Taney during the Pearl Harbor Remembrance ceremony in Baltimore Wednesday, Dec. 7, 2016. This year marks the 75th anniversary of the attack on Pearl Harbor.

Photo by PA3 Jasmine Mieszala



National Harbor and the Capital Wheel worked together to bring awareness to "Wreaths Across America", a nonprofit organization that annually coordinates the placing of wreath on every gravesite at Arlington National Cemetery during December, as well as at hundreds of veterans' cemeteries and other locations in all 50 states and beyond.

Photo courtesy Wreaths Across America

Rear Adm. Meredith Austin, commander of the Fifth Coast Guard District, presides over the swearing in of Coast Guard recruits during the 2016 Military Bowl at the Naval Academy Stadium in Annapolis, Maryland, Dec. 27, 2016. The Temple Owls competed against the Wake Forest Demon Deacons in the 2016 Military Bowl.

Photo by PA3 Jasmine Mieszala

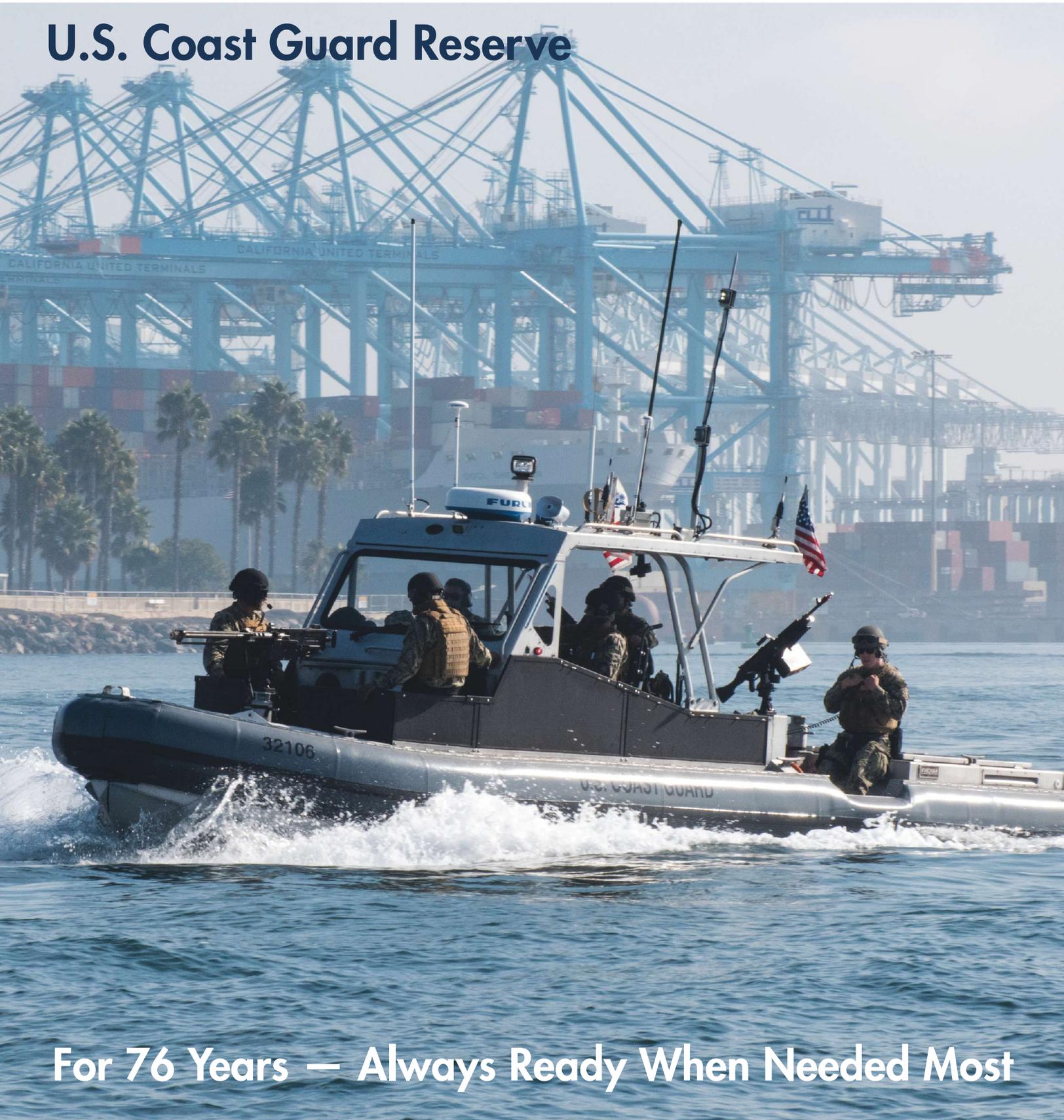


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